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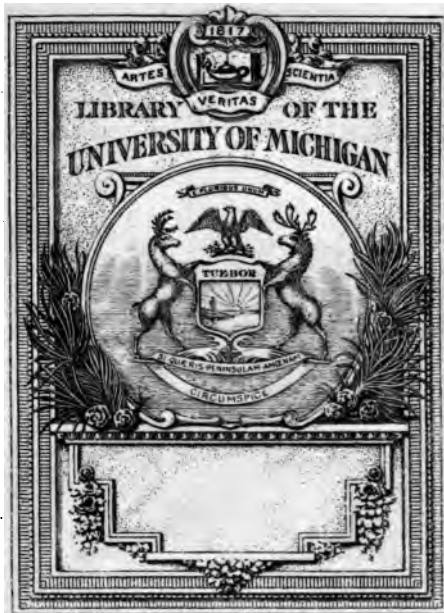
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History
..of..
Kansas City.

Illustrated in
Three Decades.

**Being a Chronicle Wherein is Set Forth the
True Account of the Founding, Rise,
and Present Position Occupied
by Kansas City in Mu-
nicipal America.**

By
William Griffith.

1900
Hudson-Kimberly Publishing Co.
Kansas City, Mo.

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INTRODUCTION.

In the cradle of Time the city was often the empire. Babylon was Babylonia; Nineveh was Assyria; Athens was Greece; Rome was the world. Only for generic purposes of defense were ever founded the capitals of the early world. Since then—and especially in more modern times—the founding and growth of cities have depended more on their superior location, with reference to commercial distribution, than on their easy defense and impregnability. The history of a modern metropolis is essentially the history of its transportational facilities.

Since the American Revolution, cities have ceased to owe their origin to the dictates of the State—especially so in America. And in the vast field west of the Alleghany Mountains the private individual has in nearly every instance sown the seed from which has sprung a multitude of cities unparalleled for their prosperity and rapid development. The world has never seen an empire as compact and solidly built as are these United States; and from their exact center radiate the thousand channels of commerce that have fostered the growth of Kansas City.

In writing this brief municipal history, an effort has been made to tell the story of Kansas City as completely and succinctly as possible, without any indulgence in personalities, or dwelling too long on events only possessing a restricted and local interest.

The illustrations, showing the progress of Kansas City in three decades, have been specially designed to show the progress of pictorial art in America during the past thirty years. Those appearing in the first and second decades are reproductions from former publications issued during the respective periods. Before offering this chronicle to the public, a sincere and grateful acknowledgment must be made to those pioneer historians whose labors have prevailed to rescue the early history of Kansas City from oblivion.

First Decade.

PRELIMINARY.

1870 - 1880.

CHAPTER I.

The Louisiana Purchase.—Its Vast Importance in the History of the United States.—The Purchase Price.—Details.—Commonwealth of Missouri.—Topography.

The purchase of the vast territory west of the Mississippi, River, by the United States, extending through Oregon to the Pacific coast and south to the dominions of Mexico, constitutes the most important event that ever occurred in the history of the nation.

It gave to our Republic additional room for that expansion and stupendous growth to which it has since attained, in all that makes it strong and enduring, and forms the seat of an empire from which will radiate an influence for good unequalled in the annals of time. In 1763, one hundred and thirty-seven years ago, the immense region of country known at that time as Louisiana was ceded to Spain by France. By a secret article in the treaty of San Ildefonso, concluded in 1800, Spain ceded it back to France. Napoleon, at that time, coveted the island of San Domingo, not only because of the value of its products, but more especially because its location in the Gulf of Mexico would, in a military point of view, afford him a fine field whence he could the more effectively guard his newly acquired possessions. Hence he desired that this cession by Spain should be kept a profound secret until he succeeded in

reducing San Domingo to submission. In this undertaking, however, his hopes were blasted, and so great was his disappointment, that he apparently became indifferent to the advantages to be derived to France from his purchase of Louisiana.

In 1803 he sent out Laussat as prefect of the colony, who gave the people of Louisiana the first intimation they had had that they had once more become the subjects of France. This was an occasion of great rejoicing among the inhabitants, who were Frenchmen in their origin, habits, manners, and customs.

President Jefferson on being informed of the retrocession, immediately dispatched instructions to the American minister at Paris to make known to Napoleon that the occupancy of New Orleans by his government would not only endanger the friendly relations existing between the two nations, but perhaps oblige the United States to make common cause with England, his bitterest and most dreaded enemy; as the possession of the city by France would give her command of the Mississippi, which was the only outlet for the produce of the Western States, and give her also control of the Gulf of Mexico, so necessary to the protection of American commerce. The negotiations commenced. On the 30th of April, 1803, eighteen days afterward, the treaty was signed, and on the 21st of October of the same year Congress ratified the treaty. The United States was to pay \$11,250,000, and her citizens to be compensated for some illegal captures, to the amount of \$3,750,000, making an aggregate sum of \$15,000,000.

On December 20th, 1803, Generals Wilkinson and Claiborne, who were jointly commissioned to take possession of the territory for the United States, arrived in the city of New



LIVE STOCK EXCHANGE BUILDING.

Orleans with the American forces. Laussat, who had taken command but twenty days previously as the prefect of the colony, gave up his command and the star-spangled banner supplanted the tri-colored flag of France. The authority of the United States in Missouri dates from this day.

From this moment the interests of the people of the Mississippi valley became identified. They were troubled no more with the uncertainties of free navigation. The great river, along whose banks they had planted their towns and villages, now afforded them a safe and easy outlet to the markets of the world. Under the protecting ægis of a government republican in form, and having free access to an almost boundless domain, embracing in its broad area the diversified climates of the globe, and possessing a soil unsurpassed for fertility, beauty of scenery, and wealth of minerals, they had every incentive to push on their enterprises and build up the land wherein their lot had been cast. In the purchase of Louisiana it was known that a great empire had been secured as a heritage to the people of our country for all time to come; but its grandeur, its possibilities, its inexhaustible resources, and the important relations it would sustain to the nation and the world were never dreamed of by even Thomas Jefferson and his adroit and accomplished diplomatists. The most ardent imagination never conceived of the progress which would mark the history of the Great West. Year after year civilization has advanced farther and farther, until at length the mountains, the plains, the hills and the valleys, and even the rocks and the caverns, resound with the noise and din of busy millions. The population of the district of Louisiana when ceded to the United

States was 10,120, or less than that of one of the wards in the present metropolis of Kansas City.

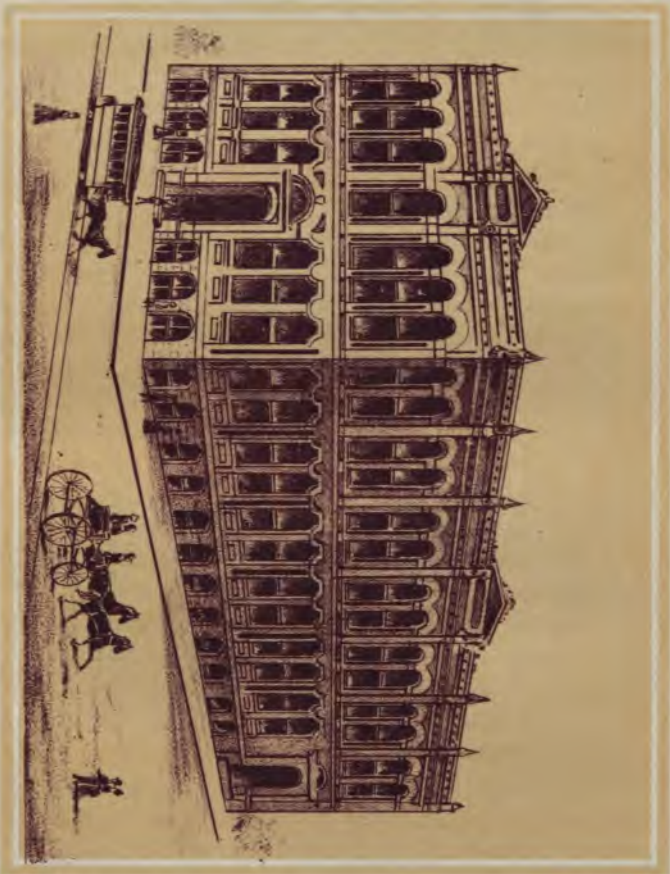
The name Missouri is derived from the Indian tongue, and signifies muddy.

Missouri is bounded on the north by Iowa (from which it is separated for about thirty miles on the northeast by the Des Moines River), and on the east by the Mississippi River, which divides it from Illinois, Kentucky, and Tennessee, and on the west by the Indian Territory and by the States of Kansas and Nebraska. The State lies (with the exception of a small projection between the St. Francis and the Mississippi rivers, which extends to 36°) between $36^{\circ} 30'$ and $40^{\circ} 36'$ north latitude, and between $12^{\circ} 2'$ and $18^{\circ} 51'$ west longitude from Washington,

The extreme width of the State east and west is about 348 miles; its width on its northern boundary, measured from its northeast corner along the Iowa line to its intersection with the Des Moines River, is about 210 miles; its width on its southern boundary is about 288 miles. Its average width is about 235 miles,

The length of the State north and south, not including the narrow strip between the St. Francis and Mississippi rivers, is about 282 miles. It is about 450 miles from its extreme northwest corner to its southeast corner, and from the northeast corner to the southwest corner it is about 230 miles. These limits embrace an area of 65,350 square miles, or 41,824,000 acres, being nearly as large as England, and the States of Vermont and New Hampshire.

North of the Missouri the State is level or undulating,



MERCHANTS' EXCHANGE.

while the portion south of that river (the larger portion of the State) exhibits a greater variety of surface. In the southeastern part is an extensive marsh, reaching beyond the State into Arkansas. The remainder of this portion between the Mississippi and Osage rivers is rolling and gradually rises into a hilly and mountainous district, forming the outskirts of the Ozark Mountains.

Beyond the Osage River, at some distance, commences a vast expanse of prairie land, which stretches away toward the Rocky Mountains. The ridges forming the Ozark chain extend in a northeast and southwest direction, separating the waters that flow northeast into the Missouri from those that flow southeast into the Mississippi River.

No State in the Union enjoys better facilities for navigation than Missouri. By means of the Mississippi River, which stretches along her entire eastern boundary, she can hold commercial intercourse with the most northern Territory and State in the Union; with the whole valley of the Ohio, with many of the Atlantic States, and with the Gulf of Mexico.

By the Missouri River she can extend her commerce to the Rocky Mountains, and receive in return the products which will come in the course of time, by its multitude of tributaries.

The Missouri River coasts the northwest line of the State for about 250 miles, following its windings, and then flows through the State, a little south of east, to its junction with the Mississippi. The Missouri River receives a number of tributaries within the limits of the State, the principal of which are the Nodaway, Platte, Loutre, and Chariton from the north, and the Blue, Sniabar, Grand, Osage, and Gasconade from the south.

The principal tributaries of the Mississippi within the State are the Salt River, north, and the Maramec River, south, of the Missouri.

The St. Francis and White rivers, with their branches, drain the southeastern part of the State, and pass into Arkansas. The Osage is navigable for steamboats for more than 275 miles. There are a vast number of smaller streams, such as creeks, branches, and rivers, which water the State in all directions.

TIMBER.—Not more towering in their sublimity were the cedars of ancient Lebanon, nor more precious in their utility were the almsgiving-trees of Ophir, than the native forests of Missouri. The river bottoms are covered with a luxuriant growth of oak, ash, elm, hickory, cottonwood, linn, white and black walnut, and, in fact, all the varieties found in the Atlantic and Eastern States. In the more barren districts may be seen the white and pin oak, and in many places a dense growth of pine. The crab-apple, papaw, and persimmon are abundant, as also the hazel and pecan.

CLIMATE.—The climate of Missouri is, in general, pleasant and salubrious. Like that of North America, it is changeable, and subject to sudden and sometimes extreme changes of heat and cold; but it is decidedly milder, taking the whole year through, than that of the same latitudes east of the mountains. While the summers are not more oppressive than they are in the corresponding latitudes on and near the Atlantic coast, the winters are shorter, and very much milder, except during the month of February, which has many days of pleasant sunshine.

PRAIRIES.—Missouri is a prairie State, especially that por

tion of it north and northwest of the Missouri River. These prairies, along the water-courses, abound with the thickest and most luxuriant belts of timber, while the "rolling" prairies occupy the higher portions of the country, the descent generally to the forests or bottom lands being over only declivities. Many of these prairies, however, exhibit a gracefully waving surface, swelling and sinking with an easy slope, and a full rounded outline, equally avoiding the unmeaning horizontal surface and the interruption of abrupt or angular elevations.

These prairies often embrace extensive tracts of land, and in one or two instances they cover an area of fifty thousand acres. During the spring and summer they are carpeted with a velvet of green, and gayly bedecked with flowers of various forms and hues, making a most fascinating panorama of ever-changing color and loveliness. To fully appreciate their great beauty and magnitude, they must be seen,

SOIL.—The soil of Missouri is good, and of great agricultural capabilities, but the most fertile portions of the State are the river bottoms, which are a rich alluvium mixed in many cases with sand, the producing qualities of which are not excelled by the prolific valley of the famous Nile.

South of the Missouri River there is a greater variety of soil, but much of it is fertile, and even in the mountains and mineral districts there are rich valleys, and about the sources of the White, Eleven Points, Current, and Big Black rivers the soil, though unproductive, furnishes a valuable growth of yellow pine.

The marshy lands in the southeastern part of the State will, by a system of drainage, be one of the most fertile districts in the State.

CHAPTER II.

Title to Missouri Lands.—Right of Discovery.—Title of France and Spain.—Cession to the United States.—First Settlements.

The title to the soil of Missouri was, of course, primarily vested in the original occupants who inhabited the country prior to its discovery by the whites. But the Indians, being savages, possessed but few rights that civilized nations considered themselves bound to respect, so when they found this country in the possession of such a people, they claimed it in the name of the King of France, by the *right of discovery*. It remained under the jurisdiction of France until 1763.

Prior to the year 1763, the entire continent of North America was divided between France, England, Spain, and Russia. France held all that portion that now constitutes our national domain west of the Mississippi River, except Texas and the territory which we have obtained from Mexico and Russia. The vast region, while under the jurisdiction of France, was known as the "Province of Louisiana," and embraced the present State of Missouri. At the close of the "Old French War," in 1763, France gave up her share of the continent, and Spain came into the possession of the territory west of the Mississippi River, while Great Britain retained Canada and the regions northward, having obtained that territory by conquest, in the war with France. For thirty-seven



OLD CHICK MANSION—FIRST HOUSE BUILT IN KANSAS CITY.

years the territory now embraced within the limits of Missouri remained as a part of the possessions of Spain, and then went back to France by the treaty of San Ildefonso, October 1, 1800. On the 30th of April, 1803, France ceded it to the United States, in consideration of receiving \$11,250,000, and the liquidation of certain claims held by citizens of the United States against France, which amounted to the further sum of \$3,750,000, making a total of \$15,000,000. It will thus be seen that France has twice, and Spain once, held sovereignty over the territory embracing Missouri, but the financial needs of Napoleon afforded our Government an opportunity to add another empire to its domain.

On the 31st of October, 1803, an act of Congress was approved, authorizing the President to take possession of the newly acquired territory, and provided for it a temporary government; and another act, approved March 26th, 1804, authorized the division of the "Louisiana Purchase," as it was then called, into two separate Territories. All that portion south of the 33d parallel of north latitude was called the "Territory of Orleans," and that north of the said parallel was known as the "District of Louisiana," and was placed under the jurisdiction of what was then known as "Indiana Territory."

By virtue of an act of Congress, approved March 3, 1805, the "District of Louisiana" was organized as the "Territory of Louisiana," with a territorial government of its own, which went into operation July 4th of the same year, and it so remained till 1812. In this year the "Territory of Orleans" became the State of Louisiana, and the "Territory of Louisiana" was organized as the "Territory of Missouri."

This change took place under an act of Congress, approved June 4, 1812. In 1819 a portion of this territory was organized as "Arkansaw Territory," and in 1821 the State of Missouri was admitted, being a part of the former "Territory of Missouri."

In 1836 the "Platte Purchase," then being a part of the Indian Territory, and now composing the counties of Atchison, Andrew, Buchanan, Holt, Nodaway, and Platte, was made by treaty with the Indians, and added to the State. It will be seen, then, that the soil of Missouri belonged:

1st.—To France with other territory.

2d.—In 1768, with other territory, it was ceded to Spain.

3d.—October 1, 1800, it was ceded with other territory from Spain, back to France.

4th.—April 30, 1803, it was ceded with other territory by France to the United States.

5th.—October 31, 1803, a temporary government was authorized by Congress for the newly acquired territory.

6th.—October 1, 1804, it was included in the "District of Louisiana," and placed under the territorial government of Indiana.

7th.—July 4, 1805, it was included as a part of the "Territory of Louisiana," then organized with a separate territorial government.

8th.—June 4, 1812, it was embraced in what was then made the "Territory of Missouri."

9th.—August 10, 1821, it was admitted into the Union as a State.

10th.—In 1836 the "Platte Purchase" was made, adding more territory to the State.



GENERAL OFFICES, KANSAS PACIFIC RAILWAY.

The cession by France April 30, 1803, vested the title in the United States, subject to the claims of the Indians, which it was very justly the policy of the Government to recognize. Before the Government of the United States could vest clear title to the soil in the grantee, it was necessary to extinguish the Indian title by purchase. This was done accordingly by treaties made with the Indians, at different times.

The name of the first white man who set foot on the territory now embraced in the State of Missouri is not known, nor is it known at what precise period the first settlements were made. It is, however, generally agreed that they were made at Ste. Geneviève and New Bourbon, tradition fixing the date of these settlements in the autumn of 1735. These towns were settled by the French from Kaskaskia and St. Philip in Illinois.

St. Louis was founded by Pierre Laclede Lignest, on the 15th day of February, 1764. He was a native of France, and was one of the members of the company of Laclede Lignest, Antoine Maxant & Co., to whom a royal charter had been granted, confirming the privilege of an exclusive trade with the Indians of the Missouri as far north as St. Peter's River.

While in search of a trading-post, he ascended the Mississippi as far as the mouth of the Missouri, and finally returned to the present town-site of St. Louis. After the village had been laid off, he named it St. Louis, in honor of Louis XV. of France.

The colony thrived rapidly by accessions from Kaskaskia and other towns on the east side of the Mississippi and its

trade was largely increased by many of the Indian tribes, who removed a portion of their peltry trade from the same towns to St. Louis. It was incorporated as a town on the 9th day of November, 1809, by the court of Common Pleas of the district of St. Louis; the town trustees being Auguste Chouteau, Edward Hempstead, Jean F. Cabanné, Wm. C. Carr, and Wm. Christy, and incorporated as a city December 9, 1822. The selection of the town-site on which St. Louis stands was highly judicious, the spot not only being healthful and having the advantages of water transportation unsurpassed, but surrounded by a beautiful region of country, rich in soil and mineral resources. St. Louis has grown to be the fifth city in population in the Union, and is to-day the great center of internal commerce of the Missouri, the Mississippi and their tributaries and with its railroad facilities, it is destined to be the greatest inland city of the American continent.

The next settlement was made at Potosi, in Washington County, in 1765, by Francis Breton, who, while chasing a bear, discovered the mine near the present town of Potosi, where he afterward located.

One of the most prominent pioneers who settled at Potosi was Moses Austin, of Virginia, who, in 1873, received by grant from the Spanish Government a league of land, now known as the "Austin Survey." The grant was made on condition that Mr. Austin would establish a lead mine at Potosi and work it. He built a palatial residence, for that day, on the brow of the hill in the little village, which was, for many years, known as "Durham Hall." At this point the first shot-tower and sheet-lead manufactory were erected.

Five years after the founding of St. Louis the first settlement made in Northern Missouri was made at or near St. Charles, in St. Charles County, in 1769. The name given to it, and which it retained till 1784, was Les Petites Côtes, signifying Little Hills. The town-site was located by Blanchette, a Frenchman surnamed Le Chasseur, who built the first fort in the town and established there a military post.

Soon after the establishment of the military post at St. Charles, the old French village of Portage des Sioux was located on the Mississippi, just below the mouth of the Illinois River, and at about the same time a Kickapoo village was commenced at Clear Weather Lake. The present town-site of New Madrid, in New Madrid County, was settled in 1781, by French Canadians, it then being occupied by Delaware Indians. The place now known as Big River Mills, St. François County, was settled in 1796; Andrew Baker, John Alley, Francis Starnater, and John Andrews, each locating claims. The following year a settlement was made in the same county, just below the present town of Farmington, by the Rev. Wm. Murphy, a Baptist minister from East Tennessee. In 1796 settlements were made in Perry County by emigrants from Kentucky and Pennsylvania; the latter locating in the rich bottom lands of Bois Brulé, the former generally settling in the "Barrens," and along the waters of Saline Creek.

Bird's Point, in Mississippi County, opposite Cairo, Ill., was settled August 6, 1800, by John Johnson, by virtue of a land-grant from the commandant under the Spanish Government. Norfolk and Charleston, in the same county, were settled respectively in 1800 and 1801. Warren County was

settled in 1801. Loutre Island, below the present town of Herman, in the Missouri River, was settled by a few American families in 1807. This little company of pioneers suffered greatly from the floods, as well as from the incursions of thieving and blood-thirsty Indians, and many incidents of a thrilling character could be related of trials and struggles, had we the time and space,

In 1807, Nathan and Daniel Boone, sons of the great hunter and pioneer, in company with three others, went from St. Louis to "Boone's Lick," in Howard County, where they manufactured salt, and formed the nucleus of a small settlement.

Côte Sans Dessieu, now called Bakersville, on the Missouri River, in Callaway County, was settled by the French in 1801. This little town was considered at that time as the "Far West" of the new world. During the War of 1812, at this place many hard-fought battles occurred between the whites and Indians, wherein woman's fortitude and courage greatly assisted in the defense of the settlement.

In 1810, a colony of Kentuckians numbering one hundred and fifty families immigrated to Howard County, and settled in the Missouri River bottom, near the present town of Franklin.

Such, in brief, is the history of some of the early settlements of Missouri, covering a period of more than half a century.

These settlements were made on the water-courses; usually along the banks of the two great streams, whose navigation afforded them transportation for their marketable commodities and communication with the civilized portion of the country.

They not only encountered the gloomy forests, settling as

they did by the river's brink, but the hostile incursion of savage Indians, by whom they were for many years surrounded.

The expedients of these brave men who first broke ground in the Territory, have been succeeded by the permanent and tasteful improvements of their descendants. Upon the spots where they toiled, dared, and died are seen the comfortable farm, the beautiful village, and thrifty city. Churches and school-houses greet the eye on every hand; railroads diverge in every direction, and, indeed, all the appliances of a higher civilization, are profusely strewn over the smiling surface of the State.

CHAPTER III.

Application of Missouri to be Admitted into the Union.—Agitation of the Slavery Question.—“Missouri Compromise.”—
Missouri Admitted.

With the application of the Territorial Legislature of Missouri for her admission into the Union commenced the real agitation of the slavery question in the United States.

Not only was our National Legislature the theater of angry discussions, but everywhere throughout the length and breadth of the Republic the “Missouri Question” was the all-absorbing theme. The political skies threatened

“In forked flashes, a commanding tempest,”
which was liable to burst upon the nation at any moment. Through such a crisis our country seemed destined to pass. The question as to the admission of Missouri was to be the beginning of this crisis, which distracted the public counsels of the nation for more than forty years afterward.

Missouri asked to be admitted into the great family of States. “Lower Louisiana,” her twin sister Territory, had knocked at the door of the Union eight years previously, and was admitted, as stipulated by Napoleon, to all the rights, privileges, and immunities of a State; and in accordance with the stipulations of the same treaty, Missouri now sought to be clothed with the same rights, privileges, and immunities.

As what is known in the history of the United States as the "Missouri Compromise," of 1820, takes rank among the most prominent measures that had up to that day engaged the attention of our National Legislature, we shall enter somewhat into its details, being connected as they are with the annals of the State.

February 15, 1819, after the House had resolved itself into a Committee of the Whole on the bill to authorize the admission of Missouri into the Union, and after the question of her admission had been discussed for some time, Mr. Tallmadge, of New York, moved to amend the bill, by adding to it the following proviso:

"And Provided, That the further introduction of slavery or involuntary servitude be prohibited, except for the punishment of crime, wherof the party shall have been duly convicted, and that all children born within the said State, after the admission thereof into the Union, shall be free at the age of twenty-five years."

As might have been expected, this proviso precipitated the angry discussions which lasted for nearly three years, finally culminating in the Missouri Compromise. All phases of the slavery question were presented, not only in its moral and social aspects, but as a great constitutional question, affecting Missouri and the admission of future States. The proviso when submitted to a vote, was adopted—79 to 67, and so reported to the House.

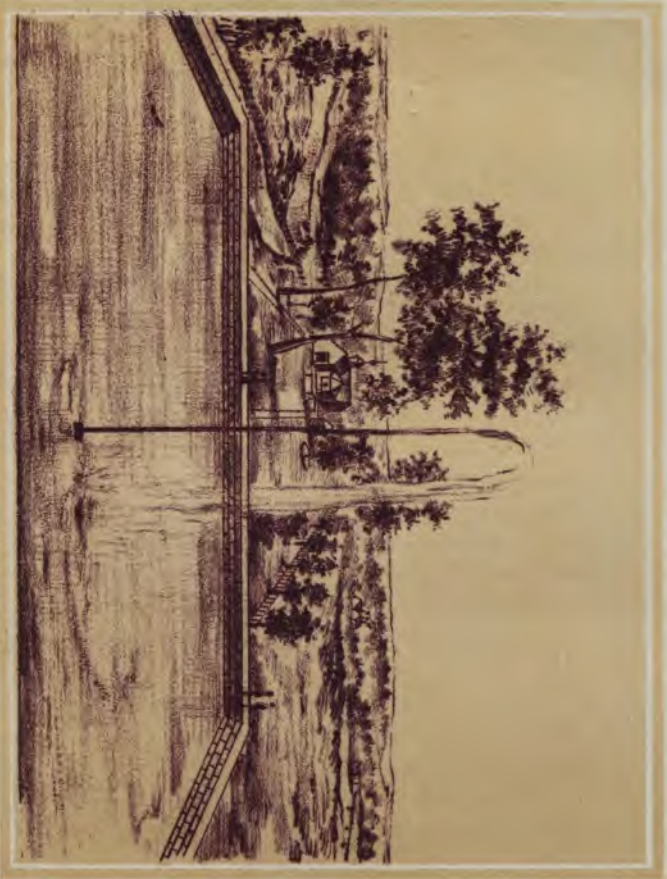
Hon. John Scott, who was at that time a delegate from the Territory of Missouri, was not permitted to vote, but as such a delegate he had the privilege of participating in the debates

which followed. On the 16th day of February the proviso was taken up and discussed. After several speeches had been made, among them one by Mr. Scott and one by the author of the proviso, Mr. Tallmadge, the amendment or proviso was divided into two parts, and voted upon. The first part of it, which included all to the word "convicted," was adopted—87 to 76. The remaining part was then voted upon, and also adopted, by 82 to 78. By a vote of 97 to 56 the bill was ordered to be engrossed for a third reading.

The Senate Committee, to whom the bill was referred, reported the same to the Senate on the 19th of February, when that body voted first upon a motion to strike out of the proviso all after the word "convicted," which was carried by a vote of 32 to 7. It then voted to strike out the first entire clause, which prevailed—22 to 16, thereby defeating the proviso.

The House declined to concur in the action of the Senate, and the bill was again returned to that body, which in turn refused to recede from its position. The bill was lost and Congress adjourned. This was most unfortunate for the country. The people, having already been wrought up to fever heat over the agitation of the question in the National Councils, now became intensely excited. The press added fuel to the flame, and the progress of events seemed rapidly tending to the downfall of our nationality.

A long interval of nine months was to ensue before the meeting of Congress. That body indicated by its vote upon the "Missouri Question" that the two great sections of the country were politically divided upon the subject of slavery. The restrictive clause, which it was sought to impose upon



UPPER RESERVOIR—GASTON PARK.

Missouri as a condition of her admission, would in all probability be one of the conditions of the admission of the Territory of Arkansas. The public mind was in a state of great doubt and uncertainty up to the meeting of Congress, which took place on the 6th of December, 1819. The memorial of the Legislative Council and House of Representatives of the Missouri Territory praying for admission into the Union was presented to the Senate by Mr. Smith, of South Carolina. It was referred to the Judiciary Committee.

Some three weeks having passed without any action thereon by the Senate, the bill was taken up and discussed by the House until the 19th of February, when the bill from the Senate for the admission of Maine was considered. The bill for the admission of Maine included the "Missouri Question," by an amendment which read as follows:

"And be it further enacted, That in all that territory ceded by France to the United States, under the name of Louisiana, which lies north of thirty-six degrees and thirty minutes, north latitude (excepting such part thereof as is) included within the limits of the State, contemplated by this act, slavery and involuntary servitude, otherwise than in the punishment of crimes, whereof the party shall have been convicted, shall be and is hereby forever prohibited; Provided, always, That any person escaping into the same from whom labor or service is lawfully claimed, in any State or Territory of the United States, such fugitive may be lawfully reclaimed and conveyed to the person claiming his or her labor or services as aforesaid."

The Senate adopted this amendment, which formed the

basis of the "Missouri Compromise," modified afterward by striking out the words, "*excepting only such part thereof.*"

The bill passed the Senate by a vote of 24 to 20. On the 2d day of March the House took up the bill and amendments for consideration, and by a vote of 134 to 42 concurred in the Senate amendment, and the bill, being passed by the two Houses, constituted Section 8 of "An Act to authorize the people of the Missouri Territory to form a Constitution and State Government, and for the admission of such State into the Union on an equal footing with the original States, and to prohibit slavery in certain territory."

This act was approved March 6, 1820. Missouri then contained fifteen organized counties. By act of Congress the people of said State were authorized to hold an election on the first Monday, and two succeeding days thereafter in May, 1820, to select representatives to a State convention. This convention met in St. Louis on the 12th of June, following the election in May, and concluded its labors on the 19th of July, 1820. David Barton was its president and Wm. G. Pettis its secretary. There were forty-one members of this convention, men of ability and statesmanship, as the admirable constitution which they framed amply testifies.

On the 13th of November, 1820, Congress met again, and on the 6th of the same month Mr. Scott, the delegate from Missouri, presented to the House the constitution as framed by the convention. The same was referred to a select committee, who made thereon a favorable report.

The admission of the State, however, was resisted because it was claimed that its constitution sanctioned slavery, and



OPERA HOUSE, TENTH AND BROADWAY.

authorized the Legislature to pass laws preventing free negroes and mulattoes from settling in the State. The report of the committee to whom was referred the Constitution of Missouri was accompanied by a preamble and resolutions, offered by Mr. Lowndes, of South Carolina. The preamble and resolutions were stricken out.

The application of the State for admission shared the same fate in the Senate. The question was referred to a select committee, who, on the 29th of November, reported in favor of admitting the State. The debate, which followed, continued for two weeks, and finally Mr. Eaton, of Tennessee, offered an amendment to the resolution as follows:

"Provided, That nothing herein contained shall be so construed as to give the assent of Congress to any provision in the Constitution of Missouri, if any such there be, which contravenes that clause in the Constitution of the United States which declares that the citizens of each State shall be entitled to all the privileges and immunities of citizens in the several States."

The resolution, as amended, was adopted. The resolution and proviso were again taken up and discussed at great length, when the committee agreed to report the resolution to the House.

The question on agreeing to the amendment, as reported from the Committee of the Whole, was lost in the House. A similar resolution afterward passed the Senate, but was again rejected in the House. Then it was that that great statesman and pure patriot, Henry Clay, of Kentucky, feeling that the hour had come when angry discussions should cease,

"With grave
 Aspect he rose, and in his rising seem'd
 A pillar of state; deep on his front engraven
 Deliberation sat and public care
 And princely counsel in his face yet shone
 Majestic," * * * * *

proposed that the question of Missouri's admission be referred to a committee consisting of twenty-three persons (a number equal to the number of States then composing the Union), be appointed to act in conjunction with a committee of the Senate to consider and report whether Missouri should be admitted, etc.

The motion prevailed; the committee was appointed and Mr. Clay made its chairman, The Senate selected seven of its members to act with the committee of twenty-three, and on the 26th of February the following report was made by that committee:

"Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled: That Missouri shall be admitted into the Union, on an equal footing with the original States, in all respects whatever, upon the fundamental condition that the fourth clause of the twenty-sixth section of the third article of the Constitution submitted on the part of said State to Congress shall never be construed to authorize the passage of any law, and that no law shall be passed in conformity thereto, by which any citizen of either of the States in this Union shall be excluded from the enjoyment of any of the privileges and immunities to which such citizen is entitled under the Constitution of the United States; *Pro- vide*a, That the Legislature of said State, by a Solemn Public Act, shall declare the assent of the said State to the said fund-

amental condition and shall transmit to the President of the United States, on or before the fourth Monday in November next, an authentic copy of the said act; upon the receipt whereof, the President, by proclamation, shall announce the fact; whereupon, and without any further proceeding on the part of Congress, the admission of the said State into the Union shall be considered complete."

This resolution, after a brief debate, was adopted in the House, and passed the Senate on the 28th of February, 1821.

At a special session of the Legislature held in St. Charles in June following, a Solemn Public Act was adopted, giving its assent to the conditions of admission, as expressed in the resolution of Mr. Clay. August 10, 1821, President Monroe announced by proclamation the admission of Missouri into the Union to be complete.

CHAPTER IV.

Early Military Operations.—Mormon Difficulties in Jackson County.

On the 14th day of May, 1832, a bloody engagement took place between the regular forces of the United States and a part of the Sacs, Foxes, and Winnebago Indians commanded by Black Hawk and Keokuk, near Dixon's Ferry in Illinois.

The Governor (John Miller) of Missouri, fearing these savages would invade the soil of his State, ordered Major-General Richard Gentry to raise one thousand volunteers for the defense of the frontier. Five companies were at once raised in Boone County, and in Callaway, Montgomery, St. Charles, Lincoln, Pike, Marion, Ralls, Clay, and Monroe other companies were raised.

Two of these companies, commanded respectively by Captain John Jaimison, of Callaway, and Captain David M. Hickman, of Boone County, were mustered into service in July for thirty days, and put under command of Major Thomas W. Conyers.

This detachment, accompanied by General Gentry, arrived at Fort Pike on the 15th of July, 1832. Finding that the Indians had not crossed the Mississippi into Missouri, General Gentry returned to Columbia, leaving the fort in charge of Major Conyers. Thirty days having expired, the command under Major Conyers was relieved by two other companies



DIAMOND MILLS, WEST KANSAS CITY.

under Captains Sinclair Kirtley, of Boone, and Patrick Ewing, of Callaway. This detachment was marched to Fort Pike by Colonel Austin A. King, who conducted the two companies under Major Conyers home. Major Conyers was left in charge of the fort, where he remained till September following, at which time the Indian troubles, so far as Missouri was concerned, having all subsided, the frontier forces were mustered out of service.

Black Hawk continued the war in Iowa and Illinois and was finally defeated and captured in 1833.

In 1832, Joseph Smith, the leader of the Mormons, and the chosen prophet and apostle, as he claimed, of the Most High, came with many followers to Jackson County, Missouri, where they located and entered several thousand acres of land.

The object of his coming so far west—upon the very outskirts of civilization at that time—was to more securely establish his church, and the more effectively to instruct his followers in its peculiar tenets and practices.

Upon the present town-site of Independence the Mormons located their "Zion," and gave it the name of "The New Jerusalem." They published here the *Evening Star* and made themselves generally obnoxious to the Gentiles, who were then in a minority, by their denunciatory articles through their paper, their clannishness, and their polygamous practices.

Dreading the demoralizing influence of a paper which seemed to be inspired only with hatred and malice toward them, the Gentiles threw the press and type into the Missouri River, tarred and feathered one of their bishops, and otherwise gave the Mormons and their leaders to understand that they

must conduct themselves in an entirely different manner if they wished to be let alone.

After the destruction of their paper and press, they became furiously incensed, and sought many opportunities for retaliation. Matters continued in an uncertain condition until the 31st of October, 1833, when a deadly conflict occurred near Westport, in which two Gentiles and one Mormon were killed.

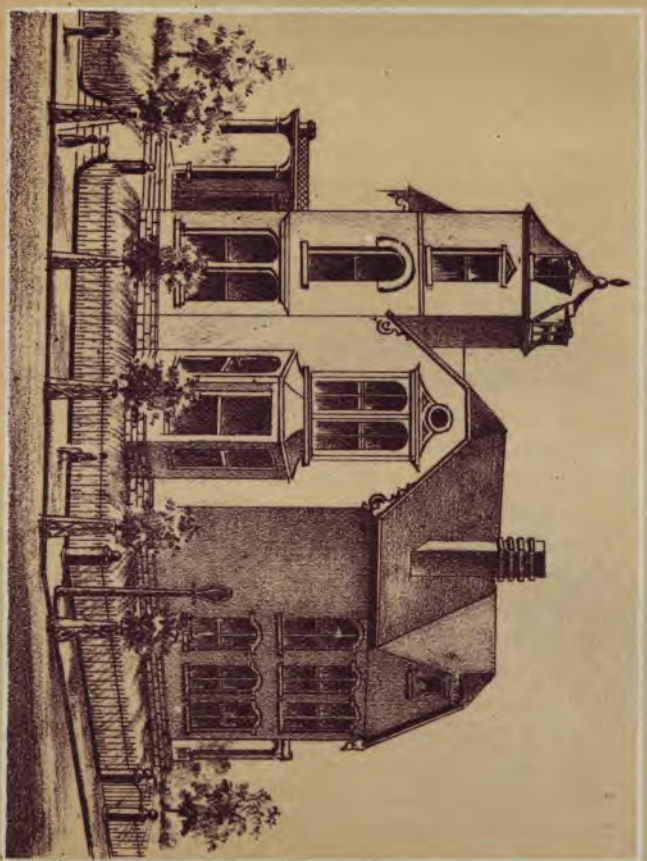
On the 2d of November following the Mormons were overpowered, and compelled to lay down their arms and agree to leave the county with their families by January 1st, on the condition that the owner would be paid for his printing press.

Leaving Jackson County, they crossed the Missouri and located in Clay, Carroll, Caldwell, and other counties, and selected in Caldwell County a town-site, which they called "Far West," and where they entered more land for their future homes.

Through the influence of their missionaries, who were exerting themselves in the East and in different portions of Europe, converts had constantly flocked to their standard, and Far West and other Mormon settlements rapidly prospered.

In 1837 they commenced the erection of a magnificent temple, but never finished it. As their settlements increased in numbers they became bolder in their practices and deeds of lawlessness.

During the summer of 1838 two of their leaders settled in the town of De Witt, on the Missouri River, having purchased the land from an Illinois merchant. De Witt was in Carroll County, and a good point from which to forward goods and immigrants to their town—Far West.



RESIDENCE, WYANDOTTE STREET.

Upon its being ascertained that these parties were Mormon leaders, the Gentiles called a public meeting, which was addressed by some of the prominent citizens of the county. Nothing however, was done at this meeting, but at a subsequent meeting, which was held a few days afterward, a committee of citizens was appointed to notify Col. Hinkle (one of the Mormon leaders at De Witt) of what they intended to do.

Col. Hinkle, upon being notified by this committee, became indignant, and threatened extermination to all who should attempt to molest him or the Saints.

In anticipation of trouble, and believing that the Gentiles would attempt to force them from De Witt, Mormon recruits flocked to the town from every direction, and pitched their tents in and around the town in great numbers.

The Gentiles, nothing daunted, planned an attack upon this encampment, to take place on the 21st of September, 1838, and, accordingly, one hundred and fifty men bivouacked near the town on that day. A conflict ensued, but nothing serious occurred.

The Mormons evacuated their works and fled to some log houses, where they could the more successfully resist the Gentiles, who had in the meantime returned to their camp to await reinforcements. Troops from Howard, Ray, and other counties came to their assistance, and increased their number to five-hundred men.

Congreve Jackson was chosen brigadier-general; Ebenezer Price, colonel; Singleton Vaughan, lieutenant-colonel; and Sarchel Woods, major. After some days of discipline, this brigade prepared for an assault, but before the attack was com-

menced Judge James Earickson and William F. Dunnica, influential citizens of Howard County, asked permission of General Jackson to let them try and adjust the difficulties without any bloodshed.

It was finally agreed that Judge Earickson should propose to the Mormons that, if they would pay for all the cattle they had killed belonging to the citizens, and load their wagons during the night and be ready to move by ten o'clock next morning, and make no further attempt to settle in Howard County, the citizens would purchase at first cost their lots in De Witt and one or two adjoining tracts of land.

Col. Hinkle, the leader of the Mormons, at first refused all attempts to settle the difficulties in this way, but finally agreed to the proposition.

In accordance therewith, the Mormons without further delay, loaded up their wagons for the town of Far West, in Caldwell County. Whether the terms of the agreement were ever carried out on the part of the citizens, is not known.

The Mormons had doubtless suffered much and in many ways—the result of their own acts—but their trials and sufferings were not at an end.

In 1838 the discord between the citizens and Mormons became so great that Governor Boggs issued a proclamation ordering Major-General David R. Atchison to call the militia of his division to enforce the laws. He called out a part of the 1st Brigade of the Missouri State Militia, under the command of General A. W. Doniphan, who proceeded to the seat of war. General John B. Clark, of Howard County, was placed in command of the militia.

The Mormon forces numbered about 1,000 men, and were led by G. W. Hinkle. The first engagement occurred at Crooked River, where one Mormon was killed. The principal fight took place at Haughn's Mills, where eighteen Mormons were killed and the balance captured, some of them being killed after they had surrendered. Only one militiaman was wounded.

In the month of October, 1838, Joe Smith surrendered the town of Far West to General Doniphan, agreeing to his conditions, viz.: that they should deliver up their arms, surrender their prominent leaders for trial, and the remainder of the Mormons should, with their families, leave the State. Indictments were found against a number of these leaders, including Joe Smith, who, while being taken to Boone County for trial, made his escape, and was afterward, in 1844, killed at Carthage, Illinois, with his brother Hyrum.

CHAPTER V.

First White Man in Jackson County.—Rocky Mountain Fur Company
Establishes a Settlement on Present Site of Kansas City.—
Incidents Connected with the New Settlement.

Probably the first white man to set foot on the present site of Kansas City was Col. Daniel M. Boone, a son of Daniel Boone. This was in 1787, and it is stated he spent twelve winters trapping beaver on the banks of the Blue. After the settlement of the country, he made a permanent residence on a farm near Westport, now a suburb of Kansas City, until his death in 1832.

At an early date, probably as early as 1828, the Rocky Mountain Fur Company began to embark at the Kawsmouth settlement. Washington Irving, in "Astoria," gives an excellent account of some of these early expeditions. While this extensive French-Indian and fur trade was being conducted, and while the Indian trade was being developed at Westport, Mo., another interest was being developed, which, in after years, gave the third recognition of the advantages of the angle in the Missouri River at Kansas City for an extensive distributive trade and contributed largely to its early development. This was the once great overland trade with Northern Mexico, popularly known as the Santa Fé trade. This trade was for many years of great magnitude and importance and attracted much attention in all parts of the country. The arrival and depart-

ure of the caravans were watched for with as much interest, and were as regularly and scrupulously chronicled by the press, as are the arrivals and departures of steamers at great commercial ports. The points that at first competed for this trade at this angle of the river were Blue Mills, Port Osage, and Independence, Missouri. Blue Mills, which was situated about six miles below Independence, soon became the favorite landing-point, and the exchange between wagons and boats settled there and defied all efforts to remove it. Independence, being the county seat, was the larger and more important place, and became the American headquarters of the trade and the outfitting-point as early as 1832.

However, Independence was not to be allowed to enjoy a monopoly of the trade for any great length of time. The Mexican traders, finding accommodations for themselves at Westport, so much nearer the prairies, where they could herd their teams while awaiting the arrival of their goods at Blue Mills, soon took advantage of that fact. The large numbers of them that stopped there, and the trade they naturally caused, added an additional element to the prosperity of Westport, and there began to be some outfitting done there, but in a smaller way than at Independence. Others followed their example, and then a tendency to make headquarters at Westport added the Santa Fé business to that of the Indian and fur trade already done at this place and Westport. It was this tendency more than anything else that suggested the idea of a town where Kansas City now stands.

There were many different opinions about the prospects for the new town. Independence and Westport nick-named it

Westport Landing in derision, and, owing to its non-development for so many years, it came to be generally known by this name. However, there were others who regarded it differently. Senator Thomas H. Benton, than whom none better knew the controlling facts of trade, while visiting Randolph, nearly opposite three miles below the city at this time, pointed to it and remarked that it was destined to become the greatest commercial center west of the Mississippi. The town grew. In 1860 it was the most prosperous and thriving city on the Western border. And ten years later it had a population of over 30,000. The steady march of years had gone almost round the cycle of the centennial since the Republic was founded. And amid the pride of the hour, the struggling little city realized a decade of its own not unmarked with the footsteps of the age, and not unnoticeable in its brilliant procession. The city had no euphonious name—no heroic age. Its Knights of the Round Table had long since been driven away to the plains and the mountains. Chivalrous crusader had never pranced his steed over these fertile lands. Here no sacred shrine ever attracted pilgrim's devotions. Ruin of ancient temple would not here reward antiquarian search, and the conqueror's column, emblazoned with victories won, would here arise on no classic ground; yet there were veins of quaint history and odd humor mingled with the solid strata of early Western enterprise and thrift even here in the rude City of Kansas. Dropping back for a moment, away deep in the shades of 1832, a daring Frenchman escaping from the Canadas, with a few *voyageurs*, floats down the current of the Mississippi, thrusts his *bateau* up the wilderness of the Missouri, swings into land at the

mouth of the Kansas, and, mounting the bluff, sails his cap in air and shouts "*La libertie!*" He had left his own dangerous name in a Canadian prison, and from that first hurrah from the Kansas City bluffs, his comrades gave him the name, seen so often in the earliest records of Western Missouri land-titles—"Lalibertie."

Such was one of the first pioneers. Lalibertie afterward had a fair daughter, and with her hand the old man offered twenty acres of land. One Dennoyer, sought, won, and married, and forthwith demanded also her dower. At such hasty claim then rose high the blood of the old Gaul, and Dennoyer received his lady's dower in a long useless strip of land but ten rods wide. This land now comprises one hundred lots on South Broadway on which stand some of the finest residences of the city.

The French fur traders were rude spirits, careless of life as of property. They bartered what are now business blocks of immense value in the same balance with their Indian wives and their coon-skins. One legend has come down from them which may serve as an illustration: Trombly and Lagotttrie owned each a forty-acre tract in the bottom lands. They agreed to exchange one for the other, and the families actually removed into the cabin formerly occupied by the other respectively. Then came the execution of the deeds, but Madame Trombly refused to make her mark unless she received her present of a silk gown, according to the old custom of the *bourgeoisie*. The two tracts together did not equal the value of the silk, so the deeds were tossed away. One of these tracts is now covered by the Union Depot and a law-suit.

Lal.

The other has been swept away by the Missouri River as completely as has been every vestige of the old French *voyageurs*.

During and just prior to the Civil War, Kansas City was the scene of intense excitement. In fact, when it is considered that John Brown began his harrowing career on the Kansas border, it appears that this vicinity was the real cradle of the War of the Rebellion. At that time the old Gillis House on the levee was the leading hostelry in Kansas City, and many and exciting are the traditions connected with its history. An early settler, describing this historic tavern, pictures the surroundings of which it was the center in these few vivid words: "From my eight-by-ten front room on the second floor of the old Gillis House, it was interesting to watch the arrival and departure of steamers and to witness the antics of half-drunken Indians from over the Kaw, who, mounting their ponies, with unearthly yells would fly by my window reeling to and fro as though ready at any moment to fall to the ground. It was no unusual thing to see fifty or sixty armed Southerners arrive and to hear their cry, 'Death to all the d—d Yankees!' Daily mutterings of war and strife came to our ears, and our Yankee hotel was threatened with destruction. In consequence, we slept nightly with revolvers under our pillows and a Sharp's rifle close at hand." It was in this hotel that Andrew H. Reeder, Governor of Kansas, was hid at the time of his famous escape over the border in 1856. The details of his concealment and subsequent escape into Illinois have long remained a mystery. So critical have been the affairs of the country, and party-feeling has run so high on the border until within the last few years, that pages of interesting history have necessarily remained



FIRST NATIONAL BANK, FIFTH AND DELAWARE STS

unwritten, for fear their exposure might endanger valuable lives.

While the Congressional Committee was in session at Lawrence in the early part of May, 1856, Governor Reeder was summoned to appear as a witness before the court then in session at Lecompton. Believing this to be a mere ruse to get the Governor away from the Commission, as they knew him to be of invaluable service thereto, and also having fears for his personal safety, the Governor refused to go unless sufficient assurance were given that his life would be protected, and that he should be at liberty to again return to the Committee. This request they would not grant, whereupon the Governor declared in emphatic terms that "the first man who laid his hands upon him did it at the peril of his life." A crowd had collected in the room in which the Committee was in session and where all this transpired; and some excitement was manifested. Finally the U. S. Marshal, who was one of a number sent for the Governor, with his aids left for Lecompton again, with their mission unaccomplished. In the meantime word had reached Lawrence of a contemplated invasion of the Territory by the Missourians, and that it was their fixed determination to kill Governor Reeder if they could get hold of him. After this affair occurred at Lawrence, Reeder, feeling his life to be in imminent danger, laid plans for an escape, his friends, of course, aiding him. For a day or two he was secreted in a cabin across the ravine from the main portion of the town, when he suddenly disappeared, his whereabouts remaining a mystery to all except a few of his accomplices until he "turned up" at Chicago about the last of May. For the space of two

or three weeks his history was involved in total darkness. It was an oft-repeated query, "Where is Reeder?" The Free State party reported that he had made his escape through Iowa. Some surmised that he had gone down the river disguised as a woman, others that he crossed Missouri on horseback, and the most ridiculous of all stories was that he had been sent down the river in a coffin. All agreed that he had gone to parts unknown, while in reality he lay concealed in the very midst of those who so eagerly sought his life in the land of border ruffianism, and that, too, in a house daily threatened with destruction by a lawless band. Arrangements had been made to have the Governor reach Kansas City in the night season and there remain secreted until his escape could be safely effected. On the 10th of May word was circulated that Governor Reeder was to be brought to Kansas City that night under protection of some of his friends, all well armed. On Monday morning about four o'clock the sound of carriage wheels was heard in the street. This was the Lawrence coach, and contained Governor Reeder. His friends met him in the hotel, and he was secreted in a remote apartment. Now commenced days of fearful anxiety. How could his presence be best concealed? How contrive to get him away in safety? etc., were questions of the gravest importance. The first room in which he was placed was found to be unsafe, as the room opposite was occupied by those who were his enemies. Several days passed before a successful means of escape was planned for the prisoner. Disguised as an Irish "Paddy," with pipe in mouth, and assuming an air of perfect independence, he sallied forth from his place of concealment. Reaching the river success-



RESIDENCE OF D. M. JARBOE, PENN STREET.

fully, under cover of darkness, a skiff was procured and the Governor with a friend drifted down the Missouri. Eventually they were picked up by a passing steamer, and, after several narrow escapes from detection, the fugitive Governor reached Chicago and safety.

Such in brief have been some of the scenes once native to this present Western metropolis, and they are not entirely without a tinge of rude romance. Hers, however, is, after all, not a history only as embodied in that of the great State at whose eastern gate she stands. Through her streets have passed and vanished the white tilts of ten thousand emigrant wagons rolling on to the prairie slopes and fertile glades of Kansas. With Kansas City the pioneers of Kansas have firmly met the hardships of frontier life and have bravely encountered no ordinary obstacles. Their success has been her prosperity. Experience with both has established skill. Imaginary political lines have not and never can for an instant stay the laws of trade; and when labor shall have established in Kansas an endurance of dominion over drought and storm and insect, there will be a harvest of abundance to be enjoyed by both with no vestige of antagonism.

CHAPTER VI.

**Effects of the Civil War on Kansas City.—The Outlook.—A Prosperous Period.—The Genesis of the Metropolis.—
Summary.**

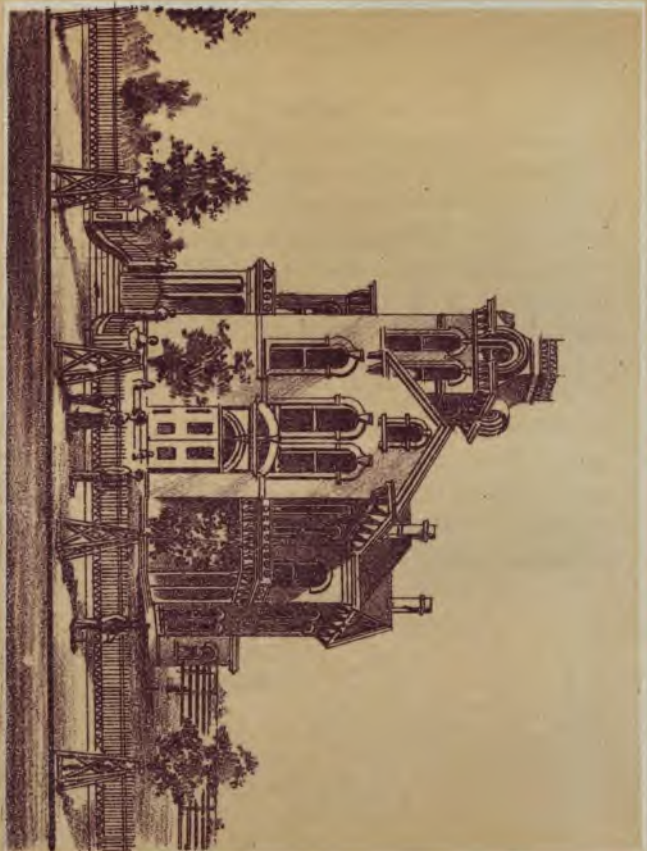
There were trial days when the war bore darkly on the young city. The results of early enterprise were diverted to other channels. But the dead past had buried its dead, and the future held a splendid promise. Perhaps no other acquisition contributed so greatly to the growth of Kansas City as the building of the great railroad and tram bridge over the Missouri River. The year 1867 was the crisis. The cities of St. Joseph and Leavenworth had grown strong through the patronage of the Government during the war, while Kansas City had been surrounded by hostile forces and its trade utterly cut off and destroyed. It had been determined by Eastern capitalists to construct over the river a thoroughfare for concentrating roads. The undertaking was then regarded by many able engineers to be purely chimerical. Various points had been canvassed, and the Board of Directors at Boston had actually voted that the attempt should be made at Leavenworth, when a dispatch reached them from the city in Missouri, asking that its delegation be heard. They waited, and the resolution was changed. The stupendous work began and, after three years of experiment and labor, the structure

was successfully completed. The result was instantaneously followed by the gathering of the present extensive system of railroads. Kansas City at once became the money center of this region, the depot of its merchandise, and the headquarters of the cattle trade. And in 1876 this most important convenience was the direct means of changing the terminus of one of the most valuable Western railroads from a neighboring city to the mouth of the Kaw. The accomplishment of this measure was due to the decisive, intelligent action of a few well-known business men, aided and abetted by the united assistance of the entire populace. In the struggling years of the 70's, the great progress of Kansas City existed largely in anticipation. It was upon a trade yet to come that was based the price of real estate. Upon projected railroads it was presumed that commerce would be extended. Packing-houses unbuilt were to handle cattle still roaming the ranches of Texas. Unturned prairie sod was to laugh out the harvests to fill the elevators whose timbers were yet growing in the forests of Wisconsin. Its warehouses still rested in the clay of ragged bluffs, and the sand still lay on the bars of the Missouri. It remained for the years of the panic, the drouth, and the grass-hopper to witness the realization of more than the boldest had ever hoped. In the early days of those terrible years it occurred to no one that within three seasons the city would gain two important transcontinental roads from the demand for greater facilities in transportation.

Within the same period came that demand which necessitated the quadrupling of the Stock Yards and the erection of a Stock Exchange. That building now completed, with

all the modern conveniences, quite equal to the empty stock palace built by the Vanderbilts at East St. Louis, signalized the location of headquarters of the great Southwestern cattle trade in Kansas City. Commission merchants were wont, in scattering offices, to carry on a desultory trade, without organization or combination; but it at once became clear that it was no longer possible to meet the demands of traffic, pressing in volume, without metropolitan facilities; and in 1876 the first Stock Exchange was erected by a Board of Trade, fully organized and equipped—a body of business men with no irons to heat and no horns to blow, but simply driven together by the magnitude of a trade, to handle which they were compelled to organize for mutual counsel and suggestion.

There are several points upon which little stress is ordinarily laid that are very important in indicating the permanence of municipal growth. In 1875 and as late as 1880 the business men of Kansas City were borrowers and rates of interest were ludicrously high, twenty per cent being the average. This condition was soon altered, and money at normal rates of interest has ever since been at the disposal of the Kansas City merchant. With the change in this regard were two others quite as important, and naturally following in its wake. For several years after the war, people dwelt in boarding-houses and about the "sky parlors" of business houses, as rents were inordinately high. Little rickety residences of three rooms, along the side of some unfenced declivity, readily fetched thirty and forty dollars a month, and the owner regarded himself imposed upon if his tenant wanted glass put in, plastering repaired, or the cistern mended; while a tenant house with



RESIDENCE OF L. R. MOORE, EAST NINTH STREET.

furnace, water, barn, inside blinds, and a sodded yard only made its appearance with sidewalks, macadam, and the street railway. Speculation in vacant lots ceased at the same time, while homes grew plentier and more cozy. Every year that croaking creature, the oldest citizen, found it more difficult to point out his landmarks. They were becoming one after another veneered over by the encroachments of municipal growth, although several years were to pass before Kansas City was to take her place among the great cities of the nation. She was to stand for the present in the practical garb of labor, with hands stained by enterprising toil. She could have no place in art until the rough block, just taken from the quarry, was hewn into shape by the workman; and should that block meanwhile take its place in the walls of the manufactory or the market, it would none the less have its value in the creation of modern power. The music of the city was to be, through a succession of seasons, the grind of the heavy wheel and the singing of busy workshops. Her sole art was to be in gathering hardy clans from a soil less generous to the tiller, and from places of toil where the right of promotion was denied.

CHAPTER VII.

The Situation in the Early 30's.—The First Ferry.—The Santa Fé and Indian Trade Tend to Kansas City.

At the time to which each of the preceding chapters brought this record, to 1838, the entire country west of the Missouri River and the State line of Missouri and Arkansas was in the possession of the Indians. The tribes on these borders were all in receipt of large annuities from the Government, which gave rise to a rich and profitable trade with them. There was in existence a trade of about equal volume between this western border and southern Mexico, crossing the intervening Indian country, and there was still in existence a large volume of the old French, Indian, and fur trade. These three elements of trade gathered at this angle of the river as at a focus, for the reason already stated, that this was the nearest point toward the scene of each of them that could be reached by water transportation. To stop lower down the river, or advance higher, were alike detrimental.


At that time Missouri was still quite a sparsely settled State. The western half of it had been settled in part for not exceeding twenty years, and the tide of immigration into it, though considered large in those times, was trifling when compared with the immense movements of population since witnessed into other States. What is called the "Platte Fur-



KANSAS CITY FROM THE MISSOURI RIVER BLUFF LOOKING
WEST.

chase," that is, the territory embraced in Platte, Buchanan, Andrew, Holt, Nodaway, and Atchison counties, had been added to the State in 1836; the State line prior to that time having run directly north from the mouth of the Kaw River. This country was not opened for settlement until 1837, and though its settlement was rapid for those days, it was still an unorganized country.

The settlement of this Platte Purchase had an important effect upon the future city. Up to that time there had been no ferry across the river here, other than the canoes heretofore referred to, but with the opening of this new country there was a spasmodic movement into it from the south side of the river. To accommodate this movement, Peter Roy, a son of Louis Roy, who settled at the foot of Grand Avenue during 1826, established a flat-boat ferry, and in order to provide better access to it than the old road heretofore mentioned, he cut a new road through the woods from about where Walnut Street crosses Fifteenth Street down by the present junction of Main and Delaware streets, and thence down a deep ravine which followed down Delaware Street to Sixth, thence across by the corner of Main and Fifth streets, diagonally across the Public Square and thence to the river a little east of the present line of Grand Avenue from Third Street down. This road afterward became a factor in the concentration of the Indian and Santa Fé trade at this place. The ferry thus established by Mr. Roy was conducted by him but a short time, when he sold it to James H. McGee, who then lived on a farm south of Sixteenth Street. McGee sold the ferry in less than a year to Rev. Isaac McCoy, of whom mention has already been made,



who conducted it until 1843, when he sold it to his son, John C. McCoy. Mr. McCoy subsequently sold a half interest in it to John Campbell, and in 1854 the other half to Messrs. Northrup and Chick.

In proper sequence came the steamers up the Missouri, and came the great wagons from the plains with their slow lines of oxen. Costly bales for and from the Mexicos were handled across the crowded levees. The uncouth greaser, with his jingling spur and reverberating lash, shouted his mongrel dialect, squandered his gold-dust in a day, and was off again on his long trail to the Southwest, just when was first heard from the East the whistle of the locomotive and the jar of the heavy train.

Second Decade.

1880 - 1890.

CHAPTER VIII.

Regarding the Building of Cities.—Comparison of the Causes that Led to the Founding of Mediæval and Modern Cities.—History of Modern Cities Largely the History of Transportation Facilities.

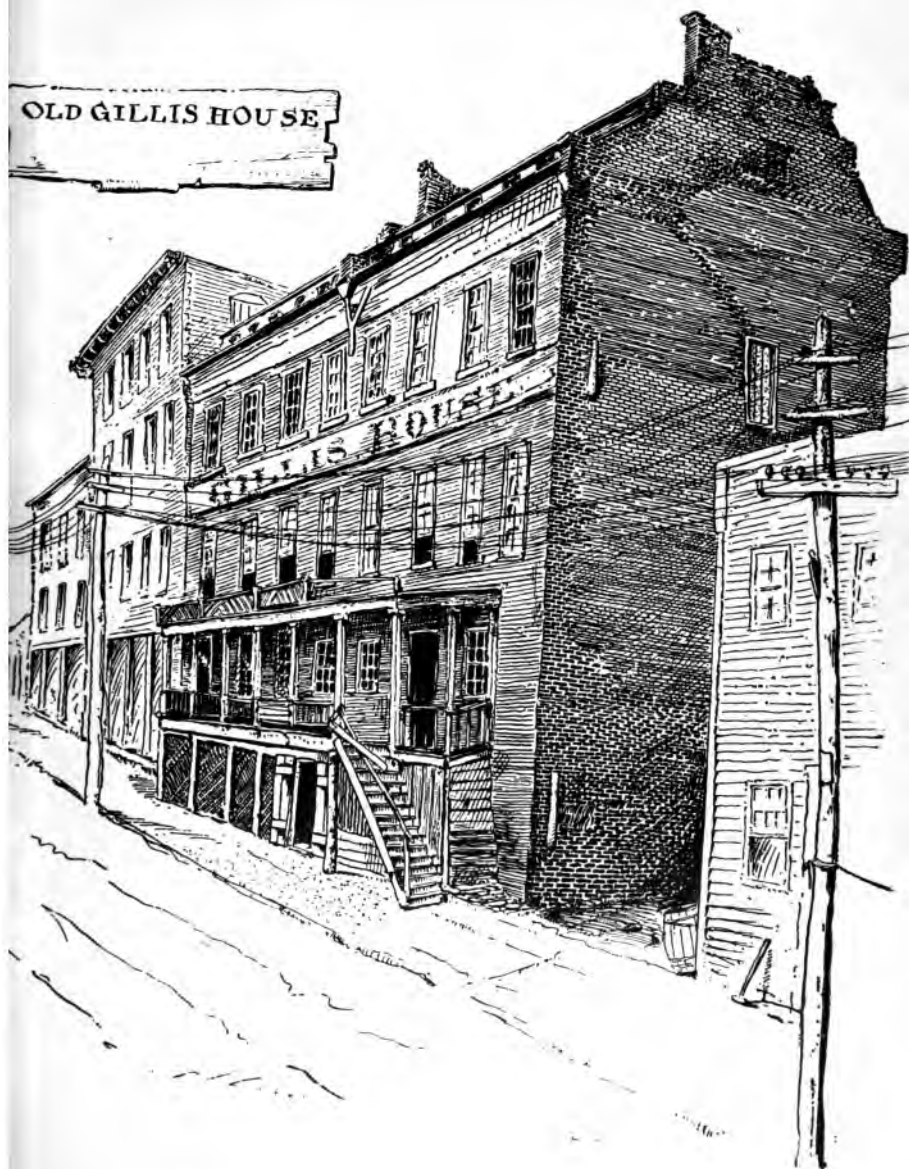
The first efforts of mankind to build cities antedates history, and hence nothing very definite concerning the circumstances and methods, is, or can be, known; but in the earlier ages of the historic era, when the race was divided into comparatively small and warring factions, and afterward, when these factions grew to be powerful but not less warlike nations, cities were located by kings and conquerors and built by the people under their immediate supervision and direction. In those war-like ages the site of a city was determined mainly by the advantages of defense of a spot of ground selected, though the contiguity of fertile and pastoral country seems not to have been entirely ignored; hence, cities built in those ages were at once the capital and fortress of the king, while immediately surrounding them was a country capable of supporting his subjects. No regard seems to have been had, however, to facilities of transportation, not even so much as would facilitate military operations, while trade, which consisted chiefly of exchange between the people of the town and the adjacent domain, was entirely ignored. Exchange between the people of different dominions existed only as pillage.

In earlier periods, however, the conquering of one people by another, the combination of different cities under the same dominion, and the necessities of military operations seem to have caused more attention to be given to transportation facilities in the location of cities. This was after the adoption of methods for utilizing the larger streams and the inland seas; and the erection of cities after that time seems to have been determined by the three principles of defensibility, contiguity of productive country, and facilities for water transportation, and hence were usually located on large rivers or arms of the sea. At least it was cities so located that in this period were most prosperous and became most famous.

These features continued to be the ruling factors in determining the location of cities until after the American Revolution. The cities of the United States, built before that time, were founded, not directly by royal hands, but by those holding royal patents for that purpose, and the same features seem to have been observed by them as were regarded by kings and conquerors for many previous ages in the old world.

Since the Revolution, however, cities have ceased to be founded in the United States by authority; the people have done it themselves, without supervision or interference from government. The sites have been selected by individuals or companies; the grounds staked off, and the lots offered for sale. This done, the balance rested with the people; and though the number of cities founded in this country west of the Allegheny Mountains is almost infinite, each of which was expected by its founders to rapidly become a great emporium, the people have built but few. The popular choice among the many rivals that

OLD GILLIS HOUSE



have presented themselves in every section has been determined by principles as well ascertained as those of old, and as easy of definition.

Defensibility has ceased to be a consideration, for in the interior of the United States we have had no foe that made it necessary. Contiguity to fertile country can scarcely be said to have exerted an influence, for this country is all fertile. Facilities for transportation, however, have exerted a very great and controlling influence. Having never been a warlike people, and having a country of wonderful and varied productiveness, the Americans are, of necessity, a producing and trading people. The chief consideration to such a people is transportation, and the city, or the proposed city, possessing this feature in the highest degree, be it wagon roads, water-courses with keel- or steam-boats, or railroads, will be most prosperous; and the one that by such means, each in its age, has accommodated the country farthest into the interior has commanded the widest extent of trade. The history of interior cities is but a history of the development of transportation in its different forms. Where we find that a place now almost obsolete was once more promising than its rivals, we will likely find that it had the best transportation of the kind then employed, but that in some subsequent phase some rival took the advantage and the lead. Indeed, there are but few, besides the city at the mouth of the Kaw, that from the first have held the advantage over rivals in all phases of transportation development, or that stand to-day pre-eminent in this regard.

The importance of facilities for transportation in determining the location and prosperity of cities cannot be better

indicated than by a brief reference to the character, vocation, and habits of the class of men who determined the location of all our important Western cities, though they did not actually build any of them. This refers to the pioneer traders, trappers, and hunters who preceded the march of civilization from the Atlantic coast—a class now rapidly disappearing into tradition and history, because the wilderness, and the wild animals they loved to hunt are gone, and the red men, their companions, associates, and foes, are rapidly going. Daniel Boone was a type of the American element in this class, and also of the hunters who constituted a part of it, but most of them appear to have been of French origin or descent. They were divided into three distinct classes—hunters and trappers, traders, and *voyageurs*. This latter class were always in the employ of the traders, and it was their business to people the water-craft which the traders employed in transportation. The hunters and trappers were sometimes independent and sometimes in the employ of the traders. They penetrated far into the wilds and explored the unknown regions. They were the true pioneers. The furs and skins procured by them were sold to the traders or procured for them. The traders, originally independent, but subsequently under the direction of the great fur companies, established posts far into the interior of the wilderness, to which they transported articles suitable for traffic with the Indians, and such supplies as hunters and trappers wanted, and at which they purchased robes, skins, and furs, which they transported in turn to the borders of civilization. Irving gives an excellent history of this trade, and Fenimore Cooper, if his treatment of it in fiction was more imaginative, has immortalized it in a

picture that is no less vivid than true. The men engaged in it were a brave, adventurous class, for whom the wilderness and association with wild animals and wild men possessed more charms than civilization. With a few articles of traffic, a gun and perhaps a few tools for constructing traps, they pushed their way hundreds and even thousands of miles into the untrodden wilderness, not knowing what moment they might fall in with some unknown ferocious animal or some band of hostile savages. They put their canoes and rafts into streams and followed their course, not knowing to what falls or dangers they might lead. Their lives were a perpetual vigil, and they may be said to have lived with their finger on the trigger. The traders, mostly French, employed trappers as well as traded with them and the Indians, and as fur animals were chiefly found along streams, their posts were usually located on them or near their confluence. The latter were deemed the most desirable locations, as they gave access to larger districts of country by keel-boats and pirogues, and hence more easily commanded a larger trade. Their only means of transportation was packing on their own backs, or on the backs of horses, and light water-craft which could be propelled in the rivers with pikes. The manifest great superiority of the latter method for conducting an extensive trade is sufficient explanation of their preference for the confluence of streams, as the latter gave them access to more than one valley and thus increased possibilities for trade. This explains, also, why the vicinity of Kansas City became so attractive to them when they came to know of it; for from here they had direct access to St. Louis and had also good command of the Upper Missouri, Kansas, and Platte River valleys.

Thus it has been made clear that the item of paramount importance, and the prime reason for the original settlement as well as the subsequent prosperity of Kansas City as a metropolis has been because of its superior transportation facilities. This fact has ever been patent to the mind of the merchant in Kansas City, and is an advantage that has been jealously guarded and fostered since the charter of the city was written.



COATES HOUSE.

CHAPTER IX.

Population of Kansas City in 1830.—The Gould System of Railroads.—
Fight between the Union Pacific and Kansas Pacific Roads.—
Combined as One Road.—Building of the First
Custom-House and Post-Office.

During the first years subsequent to the Civil War the little city enjoyed a slow but healthy growth, and in the early '80's had a population of nearly 60,000. It was about this time that Mr. Jay Gould first became interested in lines of road leading into Kansas City, since when his operations led to many lively manipulations. This was the genesis: Mr. Gould was the chief owner of the Union Pacific, which, by its charter, was required to pro-rate in equal terms with the Kansas Pacific for California business—a thing it had always refused to do. T. F. Oakes, Esq., who had for many years been general freight agent of the Kansas Pacific, had now become its general superintendent, and in that position was able to give the company most efficient aid in its long struggle with the Union Pacific for its charter rights. Early in the year he got Mr. Chaffee, of Colorado, to introduce into Congress a bill to compel the Union Pacific to respect the rights of the Kansas Pacific, and a large public meeting held in Kansas City gave it strong endorsement, and memorialized Congress on the subject. Similar action was taken at other places, with the result that the bill was reported favorably in March, with a

good prospect of its becoming a law. Mr. Gould could not defeat the measure by opposing it; hence, in April, he sent agents to St. Louis, who succeeded in buying a controlling interest in the Kansas Pacific, and then withdrew the opposition of that company.

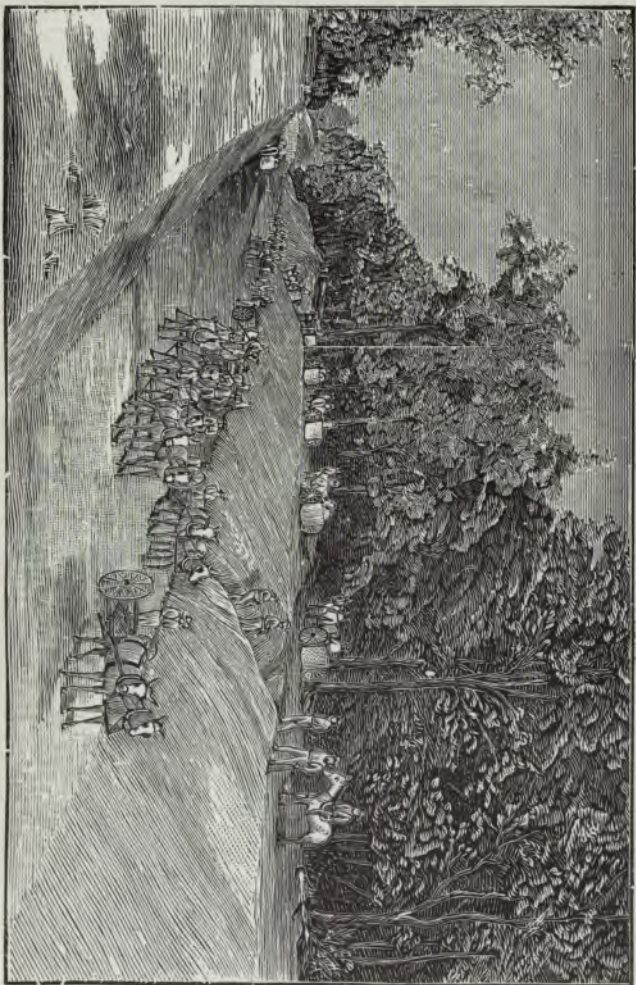
About this time a proposition was made by some of the members of the old Chamber of Commerce to revive that organization, but the scheme was modified in so far as a Committee of Commerce of the Board of Trade was appointed in its stead. One of its first acts was to memorialize Congress on the improvement of the Missouri River. Soon after, and through the efforts of this Committee of Commerce, the Government sent its Commissioners to locate a custom house-and post-office, and after acquainting themselves with the views of the people and examining the different sites offered, they accepted the corner of Ninth and Walnut streets. The purchase price was \$8,500 and the work of constructing the building was at once begun. In 1880 the post-office business grew from \$98,948 to \$123,953.09. During this year the real estate transfers were \$1,943,350 in excess of those of 1879, and the cost of buildings erected was about \$2,200,000. The trade of the city in 1880 covered substantially the same territory in Missouri, Iowa, Kansas, Nebraska, Wyoming, Colorado, and Texas, as in former years, but was considerably extended into New Mexico, along the extension of the Atchison, Topeka & Santa Fé Railroad. Little effort was made to extend it in any direction for the reason that the territory previously supplied from Kansas City caused such demands upon merchants as to tax their resources to the utmost. Kansas City still held her place

as the leading Western market for stock cattle as well as beeves—the place to which farmers and feeders of surrounding States, as far east as Indiana, resorted for their supplies. One new feature of this trade introduced during the year was the purchase of cattle for direct export to Europe. Manufacturing, yet in its infancy, was beginning to take definite shape and to command increased attention. By the opening of mines in every direction the coal trade was assuming great prominence at the beginning of this decade, and the continued developement of this industry has made it one of the most important sources of revenue with which the modern metropolis of Kansas City has been blessed.

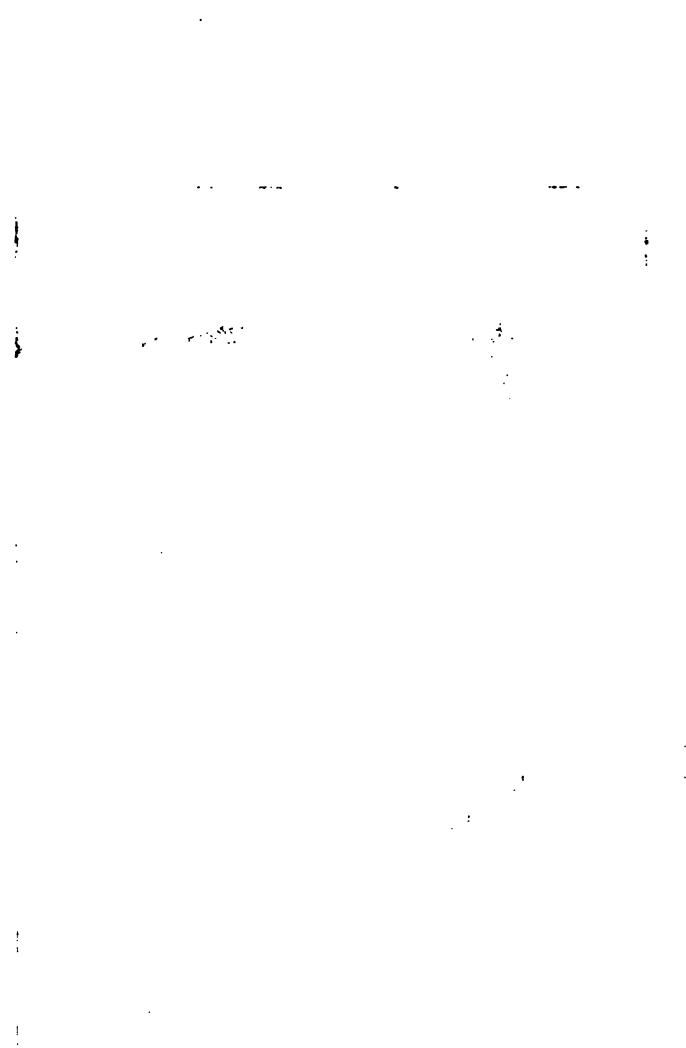
CHAPTER X.

**The Drought of 1881.—Did Not Prevent Continued Increase in Trade.—
Great Wave of Prosperity during the Next Few Years.**

The drought of the summer of 1881, wide-spread and injurious as it was, was not sufficient to materially damage the trade of Kansas City, only reducing the percentage of increase. Merchants penetrated into more remote districts in Colorado, Arizona, Texas, Nebraska, and Iowa than they had entered before, with profitable results. The trade of the country surrounding Kansas City showed an augmented tendency to concentrate here. The average percentage of increase in leading lines of trade was 47.26. The percentage of increase in population was 27.17; in taxable wealth, 29.44; in internal revenue collections, 53.32; in post-office receipts, 26.28; in real estate transfers, 69.71; and in the capital invested in new buildings, 17.60. The buildings erected were of a better class than those erected in any preceding year. Maintaining its reputation as the leading beef-packing city of the United States, Kansas City this year took rank as second in summer packing of hogs and third in winter packing. There were some bank establishment changes, increase of capital and unimportant withdrawals from business. The increase in clearings from \$101,330 in 1880 to \$136,800 in 1881 shows how prosperous was the interest.



GRADING SCENE.



The season of 1882 was very favorable for all those lines of production and industry in which the people adjacent to Kansas City were engaged. With success in live stock production, except in hogs, and abundant harvests, the country could not be otherwise than prosperous, and soon overcame the financial stringency resulting from the short crops of the preceding year, and which curtailed Kansas City's trade during the first half of this year to an aggregate less than for a corresponding period in 1881. After harvest, however, the situation was entirely changed. There were extensions of trade also, and a growth of trade in localities penetrated the previous year by Kansas City railroads. For the whole number of cities, the clearings of which were reported, there was a decrease of 4.3 per cent, while for Kansas City there was an increase of 43.5 per cent.

It is safe to say that in 1882-83 the country from which Kansas City derives its trade had an accesssion to its population of fully 500,000. There was an increase in its assessed valuation of nearly \$100,000,000, and a large increase in its commercial property. Agriculture was equally prosperous in Kansas, Missouri, Iowa, and Nebraska. This prosperity served as the basis of a remarkable expansion in Kansas City in 1883. The compilers of the Directory estimated an increase of population of 12,733, swelling the aggregate to 93,733. Building was active, there being 1,172 permits issued by the city engineer. There was also much building done on additions out of the city limits. The business of the post-office, which bears a direct proportion to the city's growth, amounted to \$197,605.13, an excess of nearly \$20,000 over the business of 1882. The

real estate transfers, without any marked changes in values, were increased \$288,661. The grain trade amounted to \$22,047,946 as against \$15,250,917 in 1882. The live stock trade was about \$50,000 heavier. January 1, 1883, the aggregate capital and surplus of the banks of the city was \$2,100,000; the deposits footed \$7,275,000, and the loans and discounts \$5,517,000. January 1, 1874, these items were respectively \$3,000,000, \$8,935,411, and \$7,103,228. The jobbing trade in different lines increased from 15 to 50 per cent. The increase in the clearings of 1883 over these of 1882 approximated 23 per cent.

Despite a wide-spread depression in business circles toward the latter part of the year, causing so much distress as to attract the profound attention of statesmen and publicists, the developing state of the country and the increase of trade resulting therefrom, in 1884, not only maintained an increasing volume of exchanges in Kansas City and an increase of clearings of 37.5 per cent, but insured the rapid growth and development of the city. The population statistics, as gleaned from the city Directory, show an increase, June 1, 1884, of 19,693 over June 10, 1883. The business of the post-office gained \$29,543.92. The transfers of real estate for the year were larger than in 1883 by \$3,518,604. The number of building permits increased 949, and the amount of money invested in new buildings \$979,493, while the city's taxable wealth was augmented \$7,144,685. At the same time the municipal debt was decreased \$50,073.50, and the rate of taxation was reduced. The suffering in trade and collections was not serious, and failures were few and unimportant.

Owing to the exceptional vigor of the country with which Kansas City trades, incident to its newness, and the influx of capital and immigration, and the development of natural resources, it had suffered less from the recent depression than places differently located. The progress in 1874 had been very satisfactory, and that in 1875 was still more so, except in particular interests affected by local causes. The clearing-house statement is usually accepted as the best index to the general condition of trade. The percentage of increase for the years 1880-85 inclusive, that of each year based on the preceding year, is thus shown: 1880, 48.40; 1881, 32.90; 1882, 43.50; 1883, 23.00; 1884, 37.50; 1885, 26.18; average for six years, 35.24. It is doubtful if any other city in the United States could show as good a record for these or any other consecutive six years, and certain that most other cities did not show nearly so good a record. The population increased from 113,736 in 1884 to 128,474 in 1885, while the assessed valuation, that represents not over one-third the real valuation, increased from \$33,900,000 in 1884 to about \$39,000,000 in 1885. The number of new buildings erected during the year, for which permits were issued was 2,914, costing \$5,758,629, as against 2,121, costing \$3,562,788, in 1884, and 1,192, costing \$2,583,295, in 1883. The cash receipts at the post-office increased from \$227,149.05 in 1884 to \$233,862.95 in 1885. The transfers of real estate amounted to \$17,774,700 as against \$12,120,840 in 1874, and \$8,601,936 in 1883. The city debt was lessened \$80,128.25.

During a somewhat protracted period the record of Kansas

City had been one of progress. Space permits only of the showing of general results. All the details concentrating to the grand total cannot be given here nor can many important enterprises of various kinds be mentioned.

Kansas City having long since distanced all local rivals for the trade of the States and Territories lying to the west and southwest, both her own people and the people of the East were inspired with confidence in her future growth and importance, so that with the release of money for the purposes of enterprise and investments she was one of the first places in the country to feel the improvement and has profited by it to an extent unequaled by any other city. Her trade was largely increased by the revival in the territory which she had previously supplied and for which she had been the principal market, and new trade began, in 1886, to pour in upon her merchants from all quarters. The people had inaugurated a number of local enterprises of considerable magnitude and soon inaugurated others. Notable among them is the system of cable and motor railways, which, when completed, will be the most extensive and effective system of rapid transit in the world. The effect upon the city of this improvement of general business, the projection and completion of so many cable and motor railway lines and so much new railroad centering here, has been to attract very wide attention to Kansas City as destined soon to take high rank among the commercial centers of the country. Money was sent for investment from all parts of the country, and the land for two or three miles around the city was platted and sold and much of it built on. Property, in the business part of the city, advanced in value fully one



HANNIBAL BRIDGE OVER MISSOURI RIVER.
(The Bridge that made Kansas City.)

hundred per cent within the two years ending January 1, 1888, and residence property, favorably located, much more, while some unimproved property advanced more than one thousand per cent. The real estate transactions, for the year ending June 30, 1885, aggregated \$11,261,781. The aggregate for the year ending June 30, 1886, was \$39,181,732. For the year ending June 30, 1887, it was \$88,302,637. While much of this business was undoubtedly speculative, it had a substantial basis in the increasing demand for homes and business places, for the population increased from 128,476 in June, 1885, reckoned on the basis of three and one-half to the name in the Directory, to 165,000 in June, 1887, reckoned on the basis of three to the name. The number of new houses built in 1886 was 4,054, costing \$10,393,207. During the year ending June 30, 1887, 5,889 were built, costing \$12,839,868. The assessed valuation of property in the city (about forty per cent of its real valuation) increased from \$31,678,520 in 1885 to \$53,017,290 in 1887, without any new valuation of real estate. The post-office receipts advanced from \$233,862.95 in 1885 to \$311,949.09 for the fiscal year of 1887. That this rapid growth was sustained by a corresponding pecuniary increase was shown in the transactions of the clearing-house, which from \$204,333,144 during the year ending June 30, 1885, increased to \$353,895,458 during the year ending June 30, 1887. Early in 1887 Kansas City passed New Orleans in the magnitude of her clearings and took rank as the tenth city in the United States, only New York, Boston, Chicago, Philadelphia, San Francisco, St. Louis, Baltimore, Cincinnati, and Pittsburgh, in the order named, exceeding her

in this respect, and at the present ratio of increase she will soon pass Pittsburgh and Cincinnati. Into the States and Territories commercially tributary to Kansas City is now pouring the accumulated surplus wealth of the East and within their borders are settling many of the energetic and enterprising people of this country and Europe. With the construction of only such lines of railroad as this new population demands, and the development of the country incident thereto, the city and its trade must continue to increase at its present rapid rate.

The National Exposition, the Priests of Pallas and trades parades, and the visit of President and Mrs. Cleveland, in the fall of 1887, were potent factors in attracting widespread attention to Kansas City and drawing thither many thousands of people from the East, the South and other sections of the country, who thus became impressed with a sense of its great importance and its manifest destiny. These influences stimulated Eastern investment and accomplished much toward insuring the city's uninterrupted progress through the succeeding winter. Another potent influence was exerted through the work of the Merchants' and Manufacturers' Bureau, which did much in the way of inducing capitalists to make Kansas City the base of their operations in trade and manufacture. Elsewhere more detailed reference to these several subjects is given.

CHAPTER XI.

Effects of the War.—The First Public Schools.—Other Educational Interests and Institutions of this Decade.

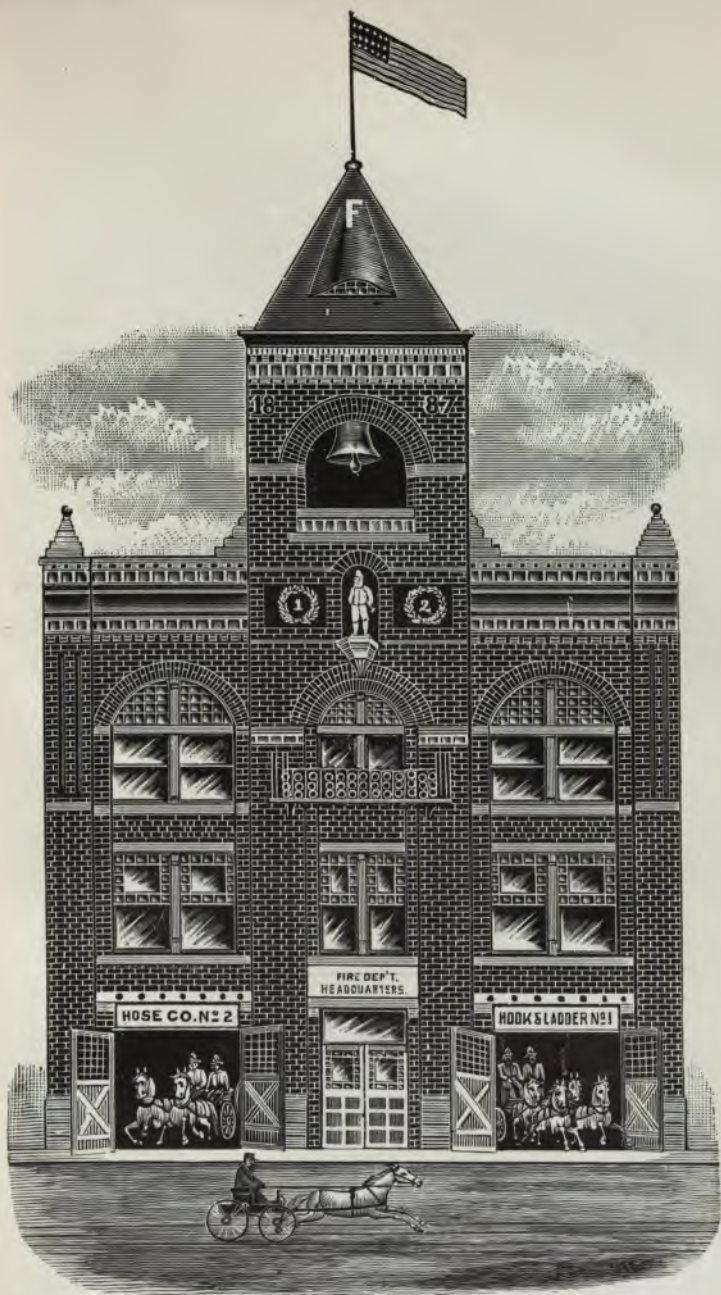
Some years before the outbreak of the Rebellion a law was enacted appropriating twenty-five per cent of the revenue of the State of Missouri annually to the establishment and maintenance of public schools. The measure met with powerful, and in some sections popular opposition, but for a season its beneficial effects upon the cause of public education were clearly recognizable. But when the war came, political rancor and the conflicting interests of different classes of the people exerted a malign influence upon this institution, which in time almost blotted it out, for it is a fact, to which old residents refer with regret, that until after the close of the war the cause of education in Kansas City was practically abandoned.

The school system of Missouri had been completely destroyed by the war, and the people were slow to reorganize it; but in 1865 the Legislature passed laws for the organization of schools, specifying the *modus operandi* of levying and collecting taxes for the necessary buildings and other expenses. On the 15th and 18th of March, 1866, the Legislature enacted laws providing for the establishment of schools in cities, towns, and villages, with special privileges, which were approved March 19th. Under their provisions the Board of Education of Kansas City was organized August 1, 1867, with the following

membership: W. E. Sheffield, president; H. C. Kumpf, secretary; J. A. Bachman, treasurer; E. H. Allen, T. B. Lester, E. H. Spalding. Immediately after the organization of the board, Mr. Kumpf retired, and Mr. A. A. Bainbridge was chosen to fill the vacancy thus occasioned.

At this time there was not a public school building in the city, and the entire educational system was in a state of provoking disorganization, there being absolutely no school accommodations and not a dollar available for school purposes. The only buildings that could be secured for school purposes were church basements, old unoccupied dwellings, and tenantless storerooms. The board had before it an almost Herculean task, but the members were of one mind in their determination to give Kansas City the best possible educational facilities in the briefest possible time. Such accommodations as could be secured were rented and the schools were formally opened in rented rooms in October, 1867. They were scantily provided with necessary furniture and appliances, but for the most part the teachers were earnest and efficient, and the ball of educational progress was set rolling with a momentum that was reassuring to every solicitous friend of the cause. The number of children of the school age in the city at that time was only 2,150. Sixteen teachers were employed during the year. It is greatly to be lamented, from the point of view of the historian of this interesting period, that no adequate statistics of these pioneer public schools are to be found in the records of the school board. Mr. J. B. Bradley performed the dual duties of superintendent and teacher of the Central School.

The rapid growth of the city brought a large addition to the



FIRE DEPARTMENT HEADQUARTERS.

school population, but not a corresponding increase in the valuation of taxable property, and hence the advancement in the finances for school purposes did not keep pace with its necessities. The number of school children in 1868 was 3,287, an increase of fifty-three per cent over the enumeration of 1867. But, notwithstanding these discouragements, the zeal of the school board was unabated. Sites were purchased, bonds issued, and school-houses erected as rapidly as possible. Before the close of 1868 three school-houses were ready for occupancy and schools were opened in all of them.

The school year of 1868-69, with the exception of improvements in buildings and the purely business proceedings of the board, is not statistically recorded, the superintendent having made no report; but it is known that the schools were taught and they progressed in a general way. The Central School was provided with a house purchased in 1869, and Lincoln School was opened (on Ninth Street) in November of that year. The organization of the board September, 1869, was as follows: W. E. Sheffield, president; A. A. Bainbridge, secretary; James Craig, treasurer; T. B. Lester, Patrick Shannon, J. V. C. Karnes. Prior to the organization in September, Prof. John R. Phillips was elected superintendent, and he served continuously until August, 1874.

The work of the schools was now moulded into definite form. Classification and grading, which had been sadly neglected, were enforced at the beginning of the first term, and teachers were required to adhere as closely as possible to the tabulated courses of study. The history of the United States and the elements of physiology were now taught for the first

time since the organization of the schools; the number of pupils was larger, the attendance more regular and punctual, the discipline more healthy and judicious, and the instruction more exact and thorough than during any preceding year. The Lathrop school-house was completed in March, 1870. The Morse and Benton school-houses were erected in 1870 and enlarged in 1871, the Woodland school-house was finished and opened in November, 1871.

No report of the schools was published from 1872 to 1874, but the superintendent preserved enough statistics to indicate that public sentiment in favor of the schools was gaining ground, and opposition was rapidly dying out, and that progress in both the quantity and quality of educational work was continuous.

In 1873-74 the board was changed by the retirement of Messrs. W. E. Sheffield and Joseph Field and the election of Major Henry A. White and Mr. C. A. Chace, the first named of whom was chosen president.

In July, 1874, Superintendent John R. Phillips resigned, and four months later he died. He had found the schools unorganized, ungraded, and each independent of the others. During his five years' superintendency he addressed himself diligently to their improvement and the reformation of abuses that had crept into them. A course of study, such as had the endorsement of the foremost educators, was adopted, embracing seven years for the ward schools, and four years for the high school department. At the beginning of his term of service there was no unity in the work. As an organizer, he planned and executed well, and his administration was emi-

nently successful. Mr. J. M. Greenwood was at once elected superintendent, to succeed Mr. Phillips, and has served continuously to the present time. Upon assuming the duties of the position he arranged a syllabus of the course of study to be employed, as a guide to the teachers, by the use of which the work was systematized in all the grades. Special attention was given to language and composition exercises, and teachers were given special drill in phonic analysis, as a means of remedying the defects in reading. At the monthly meeting of the teachers, how to teach each branch in the ward schools, and how to adapt the instruction to the capacity of the pupils, were fully explained. A plan which had previously prevailed, of promoting upon the final examination only, was discontinued, and promotions were made upon the mean average of the written examinations, the daily work and the daily deportment record, and self-control became an important factor in the school management.

The library now contained 3,000 volumes, and the appointment of a librarian, in the person of Mrs. Carrie W. Judson, was found necessary. The total number of graduates to date had been 136. A tax was voted to be expended in making additions to the Benton, Morse, and Lincoln schools, and in erecting a new building, to be known as the Chace School, and the purchase of ground for a new school-building in the southwestern part of the city, and the erection of a house thereon should the fund voted be sufficient. The school term was shortened from forty to thirty-six weeks, it being deemed injurious to the health of young children to compel them to attend school during such a protracted term.

The Board of Education was organized in April, 1882, with R. L. Yeager as president, Henry C. Kumpf as secretary, and E. L. Martin as treasurer. The other members were Frank Askew, C. A. Chace, and Gardiner Lathrop, who succeeded Mr. Karnes, who retired voluntarily after long and efficient service with the good wishes of all friends of public education.

In 1884 J. C. James succeeded C. A. Chace on the board. There were no other changes, officially or otherwise. Mr. Chace resigned on account of ill health, after having faithfully served on the board for twelve years. The total number of children of the school age was 22,570. Of these, 10,347 were enrolled, and the average daily attendance was 6,242.

The library at this time contained about 15,000 volumes, and the number was constantly increasing. The value of school property was estimated at \$1,062,620.

In 1890 the old question arose, how to accommodate the rapidly increasing host of school-children. Every school-house in the city was filled to overflowing, and new ones must be built at once.



JOURNAL BUILDING, Sixth and Delaware.

CHAPTER XII.

Journalism in Kansas City from 1865 to 1890.

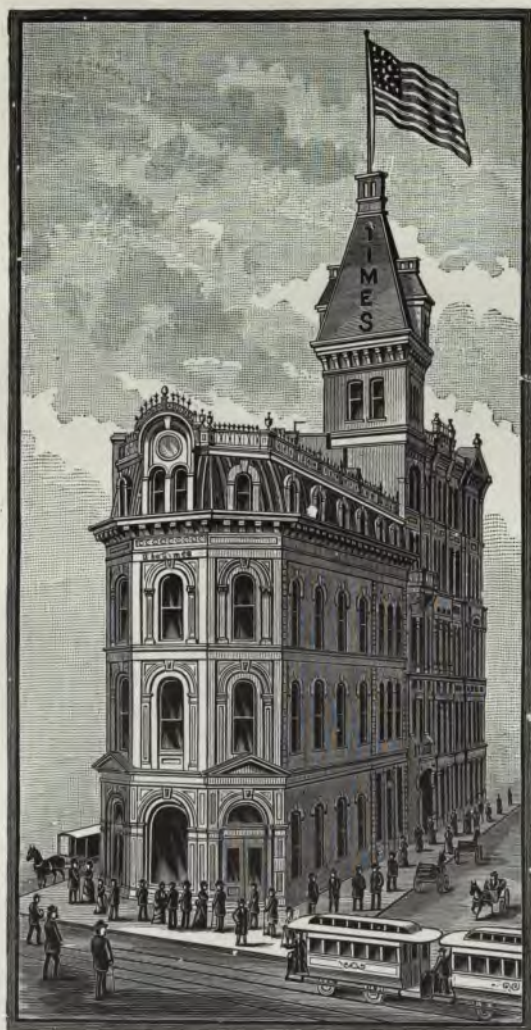
When the reconstruction and upbuilding of the city began, in 1865, no agency was more potent in infusing courage and hopefulness among the people than the public press. With its population reduced to less than 4,000 inhabitants in 1865, Kansas City had but one daily, two weekly English newspapers, one German weekly, and a bi-monthly medical journal, and with the support of an impoverished community they relatively contrasted in character and vigor with their more pretentious successors of to-day. The wonderful progress Kansas City made from 1865 to 1887, in wealth, population, and commercial importance, revealed a corresponding progress in its public press, which already occupied a conspicuous and honorable position in American journalism. Its influence, especially in late years, has been felt in an effective and gratifying way, not only as a great factor in the accomplishment of the results which have made Kansas City one of the foremost of American cities, but in political policy and the counsels of the nation. The conductors of the leading newspapers of Kansas City have in such capacity won wide reputation as able journalists, and their efforts have been rewarded with a degree of liberal support which has made it possible to give to the city a public press unexcelled by any city of the same size in the United States. During the period of the war, the *Kansas City Journal* was published by T. Dwight

Thacher, for many years editor of the Lawrence, Kansas, *Journal*. March 23, 1865, Mr. Thacher sold the paper to Colonel R. T. Van Horn and A. H. Hallowell. Under the editorial charge of Colonel Van Horn, the *Journal*, with renewed vigor, threw all its power and influence in behalf of the upbuilding of Kansas City. In August, 1865, it said: "The present is bright; we can, if we wish to, be the architects of our own fortunes. To be so we must be earnest, industrious, and enterprising." It immediately took up the old strain of 1860 about railroads and improvements, and rallied the people about the old enterprises in which the city had been engaged before the war. It urged the reorganization of the Chamber of Commerce, of which it had been the organ and advocate. "It did more," says W. H. Miller, in his history of Kansas City, "at this particular time, to arouse the people than all other agencies combined, and re-marshaled them to the struggle for commercial development as potently as ever trumpet or drum-beat marshaled soldiers to the fray."

In March, 1867, Colonel Van Horn, having been elected to Congress, retired from the paper, and in April following Mr. Hallowell sold it to Foster, Wilder & Co. On the 9th of March, 1870, Colonel John Wilder, then editor of the *Journal*, was shot and killed by James Hutchinson, at the city court-house, in a personal altercation. Colonel Wilder was a very popular man and an able editor, and his loss was greatly deplored by the people. Hutchinson afterwards died, before the date set for his trial. In May of the same year, Colonel Van Horn, at the end of his third term in Congress, again became connected with the paper by the purchase of the interest of Colonel Wilder.

In a few days D. K. Abeel joined his old partner by the purchase of other interests, and the firm of R. T. Van Horn & Co. was formed, C. G. Foster retaining his interest and remaining with the paper. In the fall of 1867 the *Journal* was moved from its location on Main Street and Commercial Alley and placed in a building on the east side of Main Street just south of Second Street. This was the first move made by the *Journal* in ten years, and the period covered by its residence on Commercial Alley was in many respects the most eventful in its history. In 1871 the *Journal* removed from Main Street to No. 6 West Fifth Street. Each move was made necessary by the continued growth of the paper, and each time increased facilities were added to the plant and better quarters sought. In August, 1871, Colonel Van Horn purchased the interest of C. G. Foster, and on February 15, 1872, the Journal Company was organized and incorporated under the State laws. In making the announcement of the change the *Journal* stated that it was for the purpose of giving employees an opportunity to take stock in the business. Colonel Van Horn remained editor-in-chief and D. K. Abeel continued as business manager until August, 1872, when he sold his stock in the company to Isaac P. Moore, who took the business management of the paper. In August, 1877, D. K. Abeel, Charles N. Brooks, M. H. Stevens, and W. A. Bunker purchased a controlling interest in the paper, Colonel Van Horn continuing as president of the company and editor-in-chief of the paper, while D. K. Abeel became vice-president and business manager, and M. H. Stevens managing editor. About the close of 1877 the *Journal* moved to 529 Delaware Street, and a few months after a

double-cylinder Hoe, the first press of its kind in Kansas City, was purchased. In the mean time the necessity for larger and better quarters was constantly pressed on the attention of the stockholders by the increasing business of the paper. To meet this want the property on the southwest corner of Sixth and Delaware streets was purchased, upon which was erected what was at that time one of the finest and most commodious newspaper offices in the Missouri Valley. The building was completed in December, 1879. After moving into the new building, the prosperity of the paper was so rapid that the old press was unequal to the task of printing the *Journal*. It was a tedious process, and any attempt to publish more than an eight-page paper was accompanied by large preparations and involved great labor. To overcome this difficulty a Scott perfecting press was purchased, and in January, 1881, was put into operation, the first of its kind used in a newspaper office in the Missouri Valley. On January 1, 1886, a second Scott perfecting press was placed in the *Journal* office, and was first used in connection with the other press, in printing the annual review edition. In 1886 the *Journal* had outgrown its quarters on the corner of Delaware and Sixth streets, and the stockholders determined upon the erection of a new building especially designed for its use. A site was secured upon the corner of Walnut and Tenth streets, and work upon the new structure was begun in the latter part of 1886 and completed in October, 1887. In politics the paper had been steadily Democratic until the close of the presidential campaign of 1860, in which it supported Douglas as the representative of the Union element in the Democratic party. The secession schemes which came to the



THE JUNCTION, 1880.



surface after this campaign found no support in the *Journal*, and its editor, Colonel Van Horn, could not be induced to espouse the cause of the South. The position of the *Journal* was made known immediately after the close of the campaign of 1860. There was no hesitation. It was for Union unconditionally. Fruitless attempts were made to secure the influence of the *Journal* in behalf of secession, but Colonel Van Horn fearlessly refused to be dictated into defending rebellion. Thus, in behalf of the Union, the *Journal* became a Republican paper in 1861, and has since been one of the leading advocates of the principles of the Republican party in the State of Missouri.

The only other newspaper besides the *Journal* in existence in Kansas City at the close of the war, and which has been continuously published since, was the *Daily Kansas City Post* (German). It was founded in the latter part of 1858, under the name of the *Missouri Post*, and its first issue appeared on January 1, 1859. Its first editor was August Wuerz, Sr., who conducted it for several years.

The first Democratic daily established after the war was the *Advertiser*, which appeared in 1865, edited by a gentleman named Simpson. It struggled heroically for four years, but failed to find the path to success, and was discontinued.

The early history of the *Kansas City Times* was fraught with difficulties, such as most attempts to establish a new paper encounter. The first issue appeared September 8, 1868. It was an eight-column folio sheet, twenty-six and one-half by forty-four inches in size. At this time there was no Democratic paper of influence in Kansas City, and the need for a party organ was the main reason for bringing it into existence. R.

B. Drury & Co. were the proprietors. For some time after its first issue, the venture did not prove a success, financially. On December 22, 1868, the paper changed hands, and a company was organized under the name of the Kansas City Times Publishing Company, of which William E. Dunscombe, Charles Durfee, J. D. Williams, and R. B. Drury were elected directors. Mr. Williams served as business manager, and John C. Moore and John N. Edwards as editors. In April, 1869, James E. McHenry became business manager, and held the position until June 28th of the same year, when he was succeeded by C. E. Chichester. On September 29, 1869, the office was removed to the corner of Main and Fifth streets, and in February of the following year the company was dissolved and the paper sold at public sale. The purchasers were Charles Dougherty, of Independence, John C. Moore and John N. Edwards. Varying fortune marked the course of the *Times*, until August 20, 1871, when it again changed hands and came under the control of efficient managers. The officers of the new company were Amos Green, president; Thomas H. Mastin, treasurer; and Dr. Morrison Munford, secretary and general manager. The success of the *Times*, under its new management, was rapid. From the date of their purchase it was started on a fixed and definite course, both in a business and editorial way, which has resulted in building it up to its present standard of excellence and greatness. In September, 1871, the office of the *Times* was removed to commodious quarters on Fourth Street, between Main and Delaware streets. January 3, 1872, the paper appeared in a new dress and enlarged to a nine-column folio. With that issue an extensive review of

Kansas City was given, in a supplement. Through the financial depression of 1873 the *Times* was safely carried, and during those dark days lent every energy toward the re-establishment of business enterprises, and the infusing of confidence among Kansas City's business men. In April, 1872, Mr. Mastin transferred his interest to Messrs. Green and M. Munford, and later J. E. Munford acquired an interest. In May, 1875, Mr. Green sold his interest to the Messrs. Munford. The old Times Publishing Company was then dissolved, and November 29, 1875, the property was transferred to the present organization, "The Kansas City Times Company," which Messrs. Munford, in connection with Samuel Williams, had organized. The latter retired in 1878, when his stock was purchased by the company. In 1878 the plant was removed to Fifth Street, between Main and Delaware streets, where it remained until 1885, growing steadily and rapidly in influence and financial value. When the *Times* moved into its new quarters an entire new mechanical outfit was secured, and it is safe to say that at this time no paper west of Chicago had more complete facilities for the publication of a metropolitan daily newspaper. The success of the *Times* in latter years has been one of the remarkable achievements of Western journalism. In a marvelously brief time it has been transformed from a struggling concern to an establishment which ranks high among the best class of metropolitan newspapers. It was the originator of the great Oklahoma movement, for the purpose of opening up the Indian Territory.

Contemporary with the *Times*, a Republican daily, called the *Kansas City Evening Bulletin*, was established in March, 1868,

with an office on the east side of the Public Square. G. W. Householder and J. D. Williams were its proprietors and editors. It met with a fair degree of success, but was unable to withstand the financial panic of 1873, and in consequence suspended publication.

The *Kansas City News*, an evening independent paper, was established by a co-operative company of printers, in 1870. Frank Barnum was the manager of the enterprise until 1873, when he was succeeded by E. A. Sicheluff. Lack of proper support caused its suspension in 1874.

The next daily newspaper enterprise of importance was the establishment in May, 1875, of the *Evening Mail*, an evening Democratic paper, by a stock company composed of a few prominent men of Kansas City. E. L. Martin was president of the company, and John C. Gage treasurer. The primary object of the *Mail* was to have a journal which could be the exponent of those opposed to the "water-works clique," as it then existed. Colonel John C. Moore was selected as editor-in-chief. In April, 1876, E. L. Martin resigned his official connection with the company, and James T. Kelley was elected in his stead. In the winter of 1878-79 the *Mail* suffered severely from the effects of fire, all of its printing material, presses, etc., being destroyed. The publication of the *Mail* was discontinued in January, 1882, when it was purchased by the present proprietor of the *Kansas City Star*, and consolidated with that journal.

Kansas City Star. Recognizing that Kansas City had become a metropolis and should have metropolitan adjuncts, W. R. Nelson and S. E. Morse, formerly proprietors of the *Fort*



GRAND OPERA HOUSE.

Wayne Sentinel, Indiana, came to the city in the fall of 1880 and established the *Kansas City Star*, a low-priced evening paper, similar in size and style to those which have proved so popular and profitable in all the other large cities of the country. The first issue of the paper appeared September 18, 1880. The paper was a success from the beginning, and at once secured a large circulation. In 1882 Mr. Morse sold his interest to Mr. Nelson, who has since been the sole proprietor. January, 1882, the *Evening Mail* was consolidated with the *Star*, at which time the latter was removed from No. 14 West Fifth Street to more commodious and convenient quarters, No. 115 West Sixth Street, formerly occupied by the *Mail*. The *Star* has achieved a remarkable success, which can be ascribed to the fact that it is enterprising, thoroughly independent in politics, and furnished at a low price. Its circulation has steadily grown from year to year, and it has gained for itself a fine hold upon the support of the people of this section. Three editions are published daily, and on special occasions extra editions are issued. Colonel W. R. Nelson is proprietor and manager.

The *Evening News*, a daily afternoon and evening paper, was established March 19, 1885, by the Evening News Association, of which J. S. Reber, George F. Meyer, H. N. Hasckman, and I. F. Guiwits were the incorporators. The first officers were J. S. Reber, president, and I. F. Guiwits, secretary. The editorial staff of the *News* was composed of Willis J. Abbott, managing editor, R. B. Gelatt, editor, and Nathan Eisenlord, business manager. This paper was eventually discontinued.

The *Illustrated World* was founded in 1888 by J. S. Reber, who, in 1883, had established the *Sunday Graphic*, and in 1885

the *Evening News*. Under his management the new paper has successfully weathered several financial storms and has been firmly established as a business enterprise having a very large circulation throughout the West. It is devoted to politics, literature, and the drama, in addition to interesting comments on current events, and is profusely illustrated.

The German weekly, *Vorwaerts*, was founded by Charles Lengel in 1884. It is now published by Ferdinand Schubert, with Bernard Schubert as editor.

The *Kansas City Presse*, a German daily paper, was started in 1883 by the Kansas City Presse Publishing Company, of which Philip Doppler, Henry W. Zurn, Henry Stubenrauch, Curt Thiersch, and Carl Beck were the first directors. Henry W. Zurn has been the business manager of the company ever since its formation, while the editorial management of the paper has devolved upon Curt Thiersch. With the exception of Mr. Doppler, who sold his interest to the other members of the company, no change has occurred among the original stockholders. Henry Stubenrauch is president of the company, and Henry W. Zurn secretary and treasurer. The *Presse* has become one of the leading German daily papers of Western Missouri, has an extended publication, and exerts a wide influence.

The *Kansas City Live Stock Indicator and Farmer's Gazette*, a weekly paper, was established in April, 1878, by Etue, Holmes & Simons. It was originally a six-column folio sheet. In December, 1878, Etue & Simons bought out Mr. Holmes. In June, 1882, a stock company was formed, composed of P. D. Etue and A. D. Simons, who own all the stock. The editor of the *Indicator*, F. D. Coburn, was formerly secretary of the

Kansas City Board of Agriculture. This journal gives special attention to the grain, live stock, and produce markets of Kansas City, and the live stock and agricultural interests of the country commercially tributary thereto.

The *Kansas City Medical Record*, a monthly journal of medicine and surgery, has been published and edited by Dr. A. L. Fulton and Prof. George Halley since 1884. It is carefully edited, and has received the warmest endorsement from members of the medical profession. From the success it has already attained, its future prosperity seems secure.

The *Western Dental Journal* is a monthly periodical devoted to the dissemination of dental knowledge in the West. It was established in January, 1886, by R. I. Pearson & Co., and has been received with marked favor by members of the dental profession. Its editorial staff is composed of J. D. Patterson, D.D.S., A. H. Thompson, D.D.S., and C. L. Hungerford, D.D.S.

CHAPTER XIII.

An Unparalleled Railway System.—How It was Projected.—How It Developed.—How It has Influenced the Commercial Prosperity of the City.—A Comparison.

In those pages of this work devoted to the history of Kansas City before and during the War of the Rebellion, an account is given of the inception and subsequent progress or failure of railway projects during that period. The war prostrated most enterprises, and shattered Kansas City's hopes for speedy commercial supremacy; but her citizens took heart from the knowledge that her natural advantages had already been amply demonstrated, and that the main line of the Union Pacific started within her limits and was in operation as far as Lawrence, while the Missouri Pacific was nearly completed.

In February, 1865, the Missouri Legislature granted a charter for a railroad from Kansas City to the Iowa State line, in the direction of Council Bluffs *via* St. Joseph, and embracing what had been built of the Kansas City & St. Joseph Railroad from St. Joseph to Weston. The interest in the road to Ft. Scott was revived, and the Kansas Legislature memorialized Congress for a grant of land for it. Track-laying on the Missouri Pacific was resumed in February. Good progress was being made when, a month later, the country along the line began to swarm with bushwhackers, who not only prevented trade with adjacent parts of Missouri, but frequently robbed

the men employed in constructing the road, and prevented their proceeding with the work, ineffectually General Pope was appealed to for aid in suppressing them. He informed Governor Fletcher that the civil authorities must deal with them. In May about 350 of them assembled near Lexington, and threatened to sack and fire the town, but they now seemed to realize that the rebellion was at an end, though they had never credited reports to that effect, which had reached them before, and many of them, led by the notorious Bill Poole, surrendered to the authorities of Lexington, while others fled.

The Kansas City Chamber of Commerce, which was reorganized in July, became again, as it had been in *ante-bellum* days, a vigorous aid to railroad extension. The Fort Scott road was one of the first to receive the attention of that body. The old Kansas & Neosho Valley Company was reorganized under the presidency of Colonel Kersey Coates, and measures were taken without delay toward its construction. A proposition was submitted to the people of Kansas City, September 19th, that they vote \$200,000 to aid this object and \$25,000 toward the completion of the Kansas City & St. Joseph Railroad from Weston to Kansas City. On September 14th, five days before the election, Captain Charles G. Keeler had begun work on the Fort Scott road. Both appropriations were voted by the people by large majorities. In November following, Johnson and Miami counties, Kansas, each voted the Fort Scott road \$200,000. This it is thought would practically secure its construction. As projected in 1856, this road was to have run to Galveston, and its friends were now waiting and watching for an opportunity to secure its right of way through

the Indian Territory. Such an opportunity was soon presented.

During the war the Creeks Choctaws, Chickasaws, Seminoles, Shawnees, Kiowas, Wichitas, Osages, Comanches, Senecas, Quapaws, and Cherokees had, in whole or in part, joined the rebellion. In consequence, the Government took the ground that these Indians had nullified all treaties formerly existing between them and the United States and that new treaties must be made, and Judge D. N. Cooley (Commissioner of Indian Affairs), Hon. Elijah Sells (Superintendent of the Southern Superintendency), Colonel Parker (of General Grant's staff), General Harney, of St. Louis, Thomas Nixon, of Philadelphia, and others were appointed commissioners on the part of the Government to meet the Indians at Fort Smith, September 5th, to negotiate such treaties. The friends of the railroad recognized in this treaty an opportunity to secure the much desired right of way, and the Kansas City Chamber of Commerce appointed Colonel R. T. Van Horn, Colonel E. M. McGee, Colonel M. J. Payne, and Matthew Mudeater (a Wyandotte Indian) the Kansas City delegation to the conference. The balance of the delegation consisted of Silas Armstrong, of Wyandotte, Colonel Wilson, Major Reynolds, and General C. W. Blair, of Fort Scott, General R. B. Mitchell, of Paola, and Colonel T. J. Haines and General James G. Blunt. These representatives of their several localities secured the right of way through the Territory from Kansas to Texas, and at the instance of St. Louis capitalists a right of way was secured across the Territory from east to west, which was afterwards utilized by the St. Louis & San Francisco Railroad.

The Missouri Pacific was completed September 21, 1865, and opened with great rejoicing on the part of residents of Kansas City. The North Missouri Railroad people, having obtained control of the charter of the Missouri Valley Railroad, resumed operations as soon as the bushwhackers were driven from the country.

Early in 1866 a bill was passed by the Kansas Legislature, dividing about 120,000 acres of land, given the State for internal improvements, between several railroad corporations. Of this aggregate the Fort Scott & Gulf Railroad received 25,000 acres. In February, Congressman Van Horn introduced in the House of Representatives a bill granting certain lands in Kansas to the Kansas & Neosho Railroad Company, and granting a franchise through the Indian Territory. A bill granting land aggregating about 800,000 acres to the Fort Scott Railroad became a law in July. At the session of the Kansas Legislature, early in 1866, the name of the Leavenworth, Lawrence & Fort Gibson Railroad was changed to the Leavenworth, Lawrence & Galveston, and soon afterward the Kansas & Neosho Valley Railroad became known as the Missouri River, Fort Scott & Gulf Railroad. On May 15th the first train was run from Leavenworth to Lawrence. In July Congress chartered the southern branch of the Union Pacific Railway with the right to run from Fort Riley down the Neosho River to Fort Smith. About the same time the Senate confirmed the treaty with the Delaware Indians, by which their reservation in Kansas was sold for the benefit of the Missouri River Railroad Company, then just completed between Kansas City and Leavenworth.

The opening of the year 1867 found the Kansas City & Cameron Railroad Company still without funds to complete the line. President Kearney and others went to Chicago to sell \$100,000 of Kansas City bonds, and they and Kansas City were made the subjects of violent and derisive attacks in the St. Louis newspapers. Soon afterwards, under authority from the Legislature of Missouri, they mortgaged the road to the Hannibal & St. Joseph Railroad Company and the Chicago, Burlington & Quincy Railroad Company. But it was yet necessary for the company to raise the \$30,000 which the people of Jackson County, outside of Kansas City, had once voted down, and the proposition was again placed before the electors of the county March 19th, and again rejected. Mr. Joy, president of the Hannibal & St. Joseph Railroad, then offered to take the road off the hands of the company, cancel the people's subscription of \$60,000, and complete the road by the first of December, on condition that the city and Clay County would release to him their stock in the road. After some delay, this proposition was accepted, and from that time forward the work of construction progressed rapidly. The corner-stone of the Kansas City bridge was laid August 21st, and the last rail of the road was laid November 22d, Colonel Kearney and William Gillis, the oldest resident of Kansas City, driving the last spike. Colonel Kearney sent congratulatory messages to the Chicago Board of Trade and the St. Louis Chamber of Commerce, the former returning a warm response, while the latter made no acknowledgment. February 21, 1870, this road was consolidated with the Hannibal & St. Joseph Railroad, and soon afterward became the main line of that road.



NATIONAL BANK OF KANSAS CITY, Fifth and Delaware.

Early in 1867, Leavenworth attempted to secure legislation in Missouri that would make the terminus of both the Platte County and North Missouri roads at that place, and to get through the Kansas Legislature an appropriation of \$500,000, for the construction of a bridge there; but both these projects were defeated. In March the Atchison & Weston, the Atchison & St. Joseph, and the St. Joseph & Savannah roads were consolidated by an act of the Legislature of Missouri, under the name of the Platte County Railroad, and the company controlling them authorized to build a railroad from Kansas City *via* St. Joseph to the Iowa line, in the direction of Council Bluffs, and a branch from St. Joseph *via* Savannah to the Iowa line, in the direction of Des Moines.

In January, 1868, it was learned that a company had procured a charter for a railroad from Louisiana, Mo., to Kansas City, and in March a committee arrived in Kansas City to ask the people to take an interest in it. In June the electors voted \$250,000 in its aid. Late in the year the Chicago & Alton Railroad Company became interested in the project, and the roadway was soon built from Louisiana to Mexico, where it connected with the North Missouri Railroad, but, owing to difficulties about issuing bonds in some counties traversed by the line, the balance of the road was not built at that time. The Chicago & Alton Company built a bridge across the Mississippi at Louisiana, and operated from Kansas City to Chicago over the track of the North Missouri until 1878, when its own line was completed to Kansas City.

In March, 1869, the Missouri Pacific Railroad Company took an interest in the Pleasant Hill & Lawrence Railroad,

and in June it was under contract. In the first named month the city council submitted to the people an ordinance to aid the Kansas City & Santa Fé Railroad to the extent of \$100,000, to be expended between Kansas City and Ottawa, but it was voted down because it was erroneously understood that Mr. Joy was interested in the scheme and would build the road without such aid. In April contracts were let for building the Leavenworth & Atchison road, and the Atchison & Nebraska Railroad. On the 6th the masonry of the Kansas City bridge was completed. The superstructure was speedily built and the bridge was opened, with great rejoicing, July 3d. This was the first bridge spanning the Missouri River, and its successful construction was deemed a wonderful engineering feat.

Early in the year 1877, a company, consisting of representatives of the different railway interests centering in Kansas City, was organized to build a Union depot—a measure which had been for some years under discussion. July 10th the old wooden shed, which had long served for that purpose, was abandoned, and the point of interchange moved to the State line depot. The demolition of the old building followed speedily, and the erection of the present structure was at once begun, and finished in January, 1878, at a cost of \$225,000.

In January, 1878, arrangements for building the extension of the Chicago & Alton Railroad were completed, except the procurement of the right of way through the city. An effort was made to find a route and procure the right of way into the southeastern part of the city by the valley of O. K. Creek, but the grades were so high and the right of way so expensive, that this measure was abandoned, and about the 1st of July the

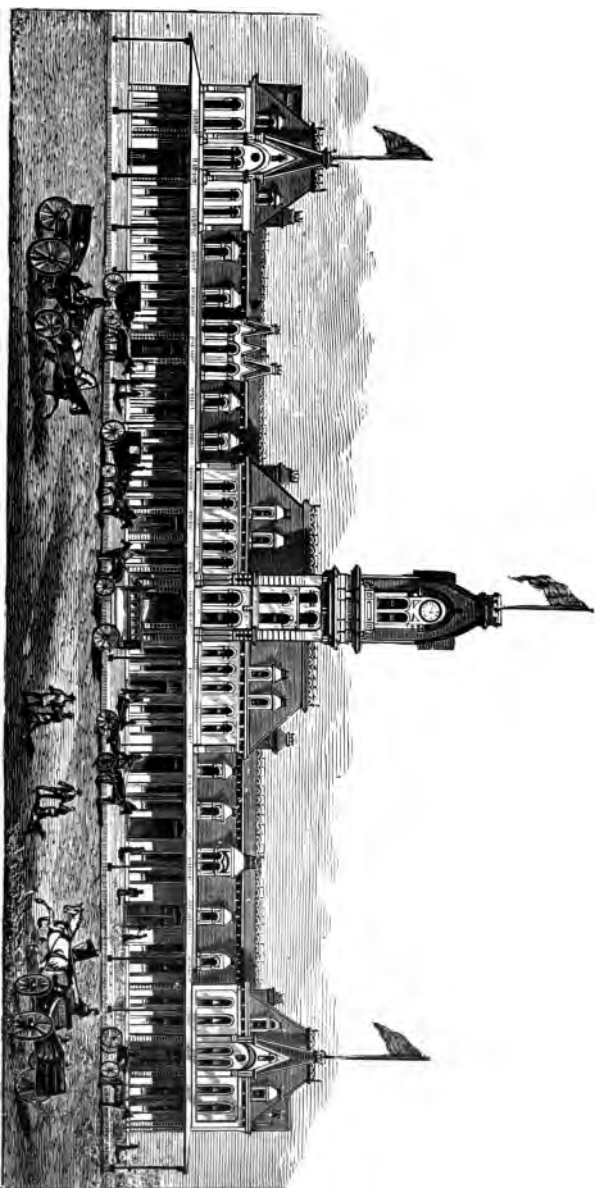
route over which the line was subsequently built was adopted. Much difficulty was experienced in obtaining the right of way from the city, owing to the opposition of a few members of the city council, who secured its formal refusal by a vote of that body July 17th. At a spirited public meeting held in Board of Trade Hall on the evening of the 18th, the action of the council was severely commented on by leading business men. On the 8th of August the matter was again brought up in the council and the right of way was granted. The construction of the road was progressing rapidly below, and on the 4th of December the work was begun within the city limits.

Chief among railway extensions this year was that of the Chicago & Alton from Mexico, Mo., to Kansas City, making another through line to Chicago and St. Louis. This road was nearly completed during the year and was opened for business April 18, 1879, but did not begin running passenger trains until May 13th. The next in immediate importance, if it was not the most important for Kansas City, was the extension of the Atchison, Topeka & Santa Fé Railroad from Pueblo, Col., to Clifton, N. M., with a view to further extension to a connection with the Southern Pacific of California, making a southern trans-continental route more valuable than the Union Pacific.

In 1882 there were several important extensions and changes in the railroads converging at Kansas City. The Missouri Pacific was extended to Omaha, penetrating and making accessible to Kansas City the eastern and richest part of the State of Nebraska. The Chicago, Burlington & Quincy Company completed a line from Wymore, on its Atchison & Nebraska road, in Nebraska, to Denver, Colorado, and put on

through trains from Kansas City to Denver, by way of this line and the Atchison & Nebraska and Kansas City, St. Joe & Council Bluffs lines. This afforded Kansas City not only a new and competing line to Colorado, but also secured it access to the whole of Southern Nebraska, which was intersected by the lines of the company.

Railway transportation facilities make commercial centers. When it is understood that Chicago had but twenty lines of railway, and that the area which the twenty-four Kansas City lines covered was more extended and more largely and variedly productive than the area penetrated by the twenty Chicago lines, the future of Kansas City could be no longer in doubt. All these remarkable railway developments marked an epoch of special importance in Kansas City's history, and its results were shown in the opening up of new territory to agriculture, the building of new towns and the establishing of new industries, making Kansas City the headquarters for their supplies and the commercial center of the Southwest.



UNION DEPOT, 1880.

Third Decade.

1890 - 1900.





PROPOSED ENTRANCE TO PENN VALLEY PARK.

CHAPTER XIV.

The Genesis of the Metropolis.—Enormous Contiguous Territory.—
Romance of the Waters.—Geographical Center of the Na-
tion.—A Startling Contrast.—Population.—Rail-
roads.—Sketch of the "Boom."—Reaction.
—Story of the Parks.—Retrospect
and Outlook.

Remarkable as has been the page in history written by Western America during the last decade, that which has been written by Kansas City is hardly less noteworthy. Emphasis may be put on the present progress of the West, even in view of the astonishing transformation it had undergone during the previous period.

Within the memory of men still living, the immense area west of the Mississippi River and east of the Rocky Mountains has been transformed from a vast possibility into a progress and populous actuality. Cities have sprung up almost in a night; prairies have slowly been brought in with axe and plow; the farmer has supplanted the nomad.

Aladdin-like and sudden as has been the change, the foundation of the new order of things appears not to have been lacking in stability. The larger Western cities seem to have enjoyed a healthy growth in keeping with the manufacturing and agricultural prosperity around them. Among such centers, and in point of natural location, none has been more

fortunate than Kansas City. Situated at the junction of the Missouri and Kansas rivers, it early became an important point in river navigation. Being the eastern terminus of the Santa Fé Trail also gave it an additional prestige that has only gathered momentum with time. From tepee to cabin, from cabin to cottage, from cottage to mansion—from shack to shop, from shop to factory; such has been its history. Scarcely more than half a century ago the mists of the morning cleared away, and all that was seen in the way of civilization was a group of cabins which the fearless pioneer, who had penetrated far beyond its eastern confines, had erected near the meeting-place of the waters. Then nearly all was forest, the only break being an acre cleared here, or a barren spot there. Then the rifle of the settler brought him as much food as did the plow or hoe. The only chimney from which the smoke of the industrial arts arose was that of the solitary blacksmith's forge; the one center of commercial activity was the general store, which contained all that the new community had to offer to the living or furnish the dead. The light of the tallow candle in the store and the glow of the forge fell upon the face of both the red man and the white.

The picture changed slowly enough at first, but the view dissolved day by day, and as the Spirit of the Kaw and the Missouri watched he saw the cabin fall and the palace rise; he saw the rifle laid away on the shelf, no longer an implement, but now a toy; he saw the plow pushed farther into the forest, and factories spring up where farms had stood.

The picture is not yet complete—not even at the beginning of this twentieth century of progress—but to-day the panorama



CLIFF DRIVE, NORTH TERRACE PARK.

has become one of miles of great commercial and manufacturing establishments, of blocks and streets of homes, of moving cars and the hurrying forms of 250,000 souls. The fulfillment of the prophecy has begun, but has not yet ended.

Kansas City owes its existence to the union of two streams. What happened was this: The Missouri River came down from the north and the Kansas River came in from the west and the two united—married, as it were—and, taking the name of the stronger of the two, went away to the eastward through Missouri to the Mississippi. At the point where this wedding of the waters took place there was and is a break in the big hills, almost mountains, which form the west bank of the larger river. Through this break in the hills came the Kansas (by early French settlers called the "Kaw"), bringing the runaway waters from near the foot of the great Rocky range, seven hundred miles to the west. The Missouri must certainly have been in love with and in search of the Kansas, for it made a bold detour from its easterly course in the far Northwest and came hundreds of miles south to meet the Kansas before resuming its journey east.

The point where this wedding took place was undoubtedly intended by the Master of Rivers to be the exact geographical center of the United States—and therefore of the universe. The plan failed of execution just a little, the central spot falling somewhat more than a hundred miles westward in Kansas, near Junction City. Perhaps this was caused by the greed of the United States in settling its northwest boundary dispute with England; but whether so or not, the place where the rivers came together was deprived of the glory of being the exact

center. So far as the distribution of big American cities is concerned, however, the place persisted in the original intention and held the very center.

The next thing that happened was this: Another stream began to flow—a stream of humanity—and it flowed against the current of the river, from east to west. There had been humanity in this region since God knows when, but it was copper-colored. The incoming stream was white, and it began to come about the year 1750. For a long time it was a very little stream—now trickling along timidly, now disappearing altogether under the hot breath of savage warfare and the absorbing difficulties of the wilderness. In about 1819 the first of a long line of river turtles, dignified by the name of steamboats, began to ply on the Missouri west of the Mississippi. These turtles, now nearly as scarce as they were in the beginning, grew in numbers and size, and after a few years, were carrying thousands of people and a vast tonnage of freight far northward beyond the mouth of the Kansas. The people who came on the backs of these turtles were of every white tribe under the sun. They came to fight the red men and to Christianize them. They came for gold and for glory. They came for homes and for adventure. They came to make some men free and others slaves. They came to establish justice and to defeat or escape it. They came for all the reasons that ever conspired to make men push their way into an unknown and hostile country.

In the years between 1820 and 1840, settlements were made at various points not far from the mouth of the Kansas, and Kansas City was born. First it was a miserable little



MISSOURI VALLEY, LOOKING WEST FROM SCARRITT POINT.

patch of a landing on the yellow banks of the river, originally called Westport Landing, the considerable town of Westport being four miles south from the river. This first landing was scarcely more than a snag in the river. But the snag stuck fast and steadily received contributions from the passing current, and in the years between 1840 and 1850 the town became so firmly established that its people no longer feared its disappearance with the next high water. In another ten years, 1850 to 1860, it gained rapidly, reaching the dignity of a newspaper, its first daily being the *Journal* founded in 1854.

The name "Kansas City" suggests that the city is in Kansas instead of in Missouri. There is now a Kansas City in each State. On the Kansas side of the line the original town was Wyandotte. A cluster of other villages grew up near Wyandotte and a few years ago these towns were consolidated and took the designation of Kansas City so as to share the good name of her big sister across the line. So there are now two cities named Kansas City—one in Kansas and one in Missouri—and where one leaves off and the other begins no man can tell until he has been told. The Kansas town claims 50,000 people and the Missouri town 250,000 people, the whole population in the immediate locality being at least 300,000. This is as large as Chicago or St. Louis twenty-five or thirty years ago, and is nearly half as large as St. Louis is now.

The early days of Kansas City were unpromising indeed. The rivers gave little help and the hills seemed insuperable. Flat country was preferred. Horses, mules, and oxen could do more on level land, and the wishes of the locomotive had not yet come to be considered. The great search for good

grades for the use of the iron horse had not yet begun in the West, and the most sanguine early settler never expected to see Kansas City what it now is, the second city of the Union in its importance as a railway center.

As late as the year 1880, when Jay Gould was making Kansas City the center of his railroad operations, the city was a sight to make granite eyes shed tears. The old-fashioned Missouri hog, fitter for the race-track than for the pork-barrel, and not yet having the fear of the packing-house before his eyes, patrolled the streets and disputed the king's highway with the king and all his subjects. At night, when the hogs were off duty, a billion frogs in the green ponds at the bottom of the choicest unoccupied city lots told their troubles to the stars and saluted the rising sun with croaks of despair. In wet weather the town-site was a sea of mud and in dry weather a desert of dust. There was no paving, and the drainage was poor. A miserable breed of street cars, drawn by dissolute mules over a drunken track, furnished the only means of street transportation by rail. The water supply made whisky-drinking a virtue and the gas was not of much better use than to be blown out. The population of the city included as fine a collection of the ruffian brotherhood and sisterhood of the wild West as could well be imagined. Renegade Indians, demoralized soldiers, unreformed bushwhackers, and border ruffians, thieves, and thugs imported from anywhere, professional train-robbers of home growth, and all kinds of wrecks of the Civil War, gave the town something picturesquely harder to overcome than the hills and gulches of its topography. In short, there seemed not a single pleasing prospect except the towering ambition, indomitable



SCARRITT POINT.

determination, and volcanic energy of the good people of the place. These were destined to triumph.

The work of securing railroads had begun in earnest in 1860. Bonds were voted to aid in securing a line to connect with the Hannibal & St. Joseph road, and part of the work was done in 1861. This line, now part of the Burlington system, and the Pacific of Missouri, now part of the Missouri Pacific, were completed soon following the war. The lines now known as the Kansas City, St. Joseph & Council Bluffs, the Hannibal & St. Joseph, the Wabash, and the Missouri Pacific, were the first lines to come into Kansas City and scatter consternation among the steamboat men on the river. It was a new idea, and one difficult of comprehension by the river men, that Nature's highway, the river, would not be able to compete successfully with the railroads. The line connecting with the Hannibal & St. Joseph road at Cameron had begun life burdened with the name, the "Kansas City, Galveston & Lake Superior Railroad," but after reforming this title, it constructed from Cameron to Kansas City, or rather to the river bank north of Kansas City, November 30, 1867; and by July 3, 1869, it had completed the bridge now known as the Hannibal Bridge.

When Kansas City, by securing the Hannibal Bridge, brought to itself the great railways of the West, it opened the way for all that has followed. Business came to the city because the city had made itself a business center. The business brought men to do the work. These men made a demand for homes and clothing and food and amusement and conveniences, and yet other men came to supply these. These in turn made new demands, and factories were established to supply them.

James F. Joy and his associates who built the bridge originally intended to locate it at Leavenworth, but the hostility of Leavenworth people drove them to Kansas City; had it not been for this, Leavenworth would have secured the bridge and kept her lead of Kansas City. This may have been true so far as concerned the immediate time, but the matter of grades would eventually have given Kansas City the same advantage she now enjoys.

At the present writing, through trains leave Kansas City daily over thirty-seven different routes on the lines of fifteen different companies. Besides this, the city has two belt railway systems and a remarkable system of street railways, including several miles of elevated track. The Union Station of the city is not what would be expected of a town so important to so many great systems. The city fondly hopes to eclipse St. Louis in this respect some day, and the traveling public joins in the hope.

The railway companies with lines reaching Kansas City are the following: Atchison, Topeka & Santa Fé; Chicago & Alton; Missouri Pacific; Wabash; Kansas City Southern; Chicago, Milwaukee & St. Paul; Chicago, Burlington & Quincy; Chicago Great Western; Kansas City, Ft. Scott & Memphis; Missouri, Kansas & Texas; Kansas City & Northern Connecting; Chicago, Rock Island & Pacific; St. Louis & San Francisco; St. Joseph & Grand Island; and Union Pacific. This enumeration takes no account of the trolley lines extending in various directions to neighboring towns. Other railway lines are confidently expected in the near future.



THE NEW YORK LIFE BUILDING.

In about the year 1875 began what is known in Kansas City's history as the "boom." For ten years or more it was difficult to make any real-estate investment in the city that did not yield a profit—or offer to yield one. It is doubtful if any such carnival of real-estate speculation ever occurred anywhere else in this country. The platted land about the city extended out and out until, if the lots had been well occupied, the city would have been almost as large as London. Prices went up and up. Every profit made the speculators bolder and this boldness stiffened prices. Year after year this reciprocal stimulation of the real-estate market was kept up and the ultimate victims multiplied accordingly. The end came and values fell with a crash. Scarcely a man escaped. Banks broke and thousands who had thought themselves rich were proved to be bankrupt or permanently crippled. The awakening was a frightful one and for a long time no place in the country presented a more melancholy aspect. Disappointment, chagrin, and despair were written on the faces of so many that no observer could avoid a most profound feeling of sadness. But the bad dream passed and courage returned to those who survived the wreck, and at this time little remains to tell the tale of the great debauch except an unusual proportion of vacant lots in the business part of the city. In the long run this may be a good thing, as it will likely influence the erection of ampler buildings with larger ground space and not so much invasion of the upper air.

It cannot be denied that Kansas City's prosperity rests on things material and unpoetic. Many other cities are more happily situated in this respect. Washington feeds on the

manua of Government disbursements; New York grows great and hourly greater on the voluntary support of a worshipful nation, whose people rush there to spend their money as soon as they get enough to make the trip. Paris, the world's pet, renews her youth on the angel food provided by tourists of all nations. But Kansas City has had and has to "work for a living." Her dependence is on the sweat of her brow. She is surrounded by an ocean of fat land studded with mines and garnished with forests—both of fabulous extent and value. From the wheat-laden plains of the far North to the cotton-covered leagues of the South, there is scarcely an acre that is not fruitful beyond any like area elsewhere in the world. All the people of the earth could be fed from the land within a circle of a thousand-mile radius around Kansas City. Not only could they be fed, but all their other necessities could be supplied. Iron, oil, lumber, gold, silver, coal, salt—everything which men must use, or may well use, comes out of this magic circle of which Kansas City is the center. Thus it is not strange that we see wonderful figures made by Kansas City's business institutions. Last year (1899) in her packing-houses 2,646,073 swine ran down a steep place into hot water. Nearly a million head of cattle rendered unto the packers the things that are the packers'. The Stock Yards handled over 6,000,000 head of live stock, worth \$121,706,632. Three hundred and fifty thousand barrels of flour were turned out of her mills. The horse and mule merchants handled 31,677 horses and mules. She received bushels of grain as follows: wheat, 20,341,100; corn, 8,682,750; oats, 2,388,000; rye, 183,300; barley, 17,600. Kansas City sells more agricul-



KANSAS CITY PUBLIC LIBRARY.

tural implements than any other town; she has the largest horse and mule stables in the world and the largest live-stock market in the Union except Chicago. She is second to Chicago only as a railroad center. Last year her bank clearings were \$648,270,711, and on December 2d of last year her bank deposits were \$49,018,130. Her wholesale business amounted to \$225,000,000.

The unexampled roughness of the early Kansas City has been noted. The day of decoration in time arrived. Streets were well paved. Unsightly bluffs were dumped into hideous gulches. Palaces were built. Engineers and gardeners scattered gentle slopes and pleasing curves in liberal profusion. Trees and flowers gladden the eye, and blue-grass carpeted the hills. Then the park idea took possession of the people, and a park system really entitled to be called magnificent was brought into existence. Nearly two thousand acres of well-chosen and well-distributed park land is justly the pride of the people. The roughest part of the area is the steep bluff-side which overlooks the Union Station. It is now covered with squatters' cabins and is as unlovely as neglect and disfiguration can make it. Soon it will blossom as the rose, and furnish a sweet retreat from the dust and heat of the great yards below. A part of the park system will overlook the Kansas Valley, a part the Missouri Valley, and other parts will be in the middle and on the circumference of the city. From the beautiful Country Club on the south to the stately bluffs overlooking the Missouri Valley on the north, there will be a chain of charming parks and boulevards.

The schools of Kansas City are likewise her pride and joy. In 1899 their running expenses amounted to \$525,971.03. The buildings are for the most part modern, and the methods of instruction are modeled after the standard systems of the educational world. Her High School and her Manual Training School prepare pupils for direct admission to the State Universities of Missouri and Kansas. The hospitals of Kansas City are generous in capacity and are conducted admirably. The leading newspapers are the *Journal* and the *Times*, morning papers, and the *Star* and the *World*, evening papers. The *Journal* is Republican in politics, the *Times* Democratic, and the evening papers are independent. No city in the Union has enjoyed a higher class of daily newspapers from a very early day than Kansas City. To their persistent public energy is largely due the creation of the park system, the building and the rebuilding of Convention Hall, the fine city library, and a hundred other public improvements. The theaters and hotels are in advance of those of any other city of like size in the country, and those best informed had no fear of failure in the entertainment of the great company that assembled in July, 1900, for the nomination of Democratic candidates for President and Vice-President of the United States.

The great hall in which the Democratic National Convention was held has just been reconstructed. It was originally built less than two years ago by popular subscription, and was destroyed by fire in April, 1900. Before the fire had been subdued a new subscription was started, and the whole structure has been built anew. It will hold 22,500 people, and is said

by critics to be the most perfect building of its kind in the United States—if not in the world. The new building has been made almost fire-proof.

What is to be the future of Kansas City? The answer is not to be read in the stars, but in the broad acres of the empire surrounding her. If fertility of soil and healthfulness of climate mean multiplication of people, and if multiplication of people means a great central city, then Kansas City—both Kansas Cities—cannot help growing to a size and an importance which will make their present attainments seem insignificant. The whole West believes this is to happen.

CHAPTER XV.

The Story of Population.—Interesting Comparisons with Other Large Cities in Point of Increase and Size.

It has been noted that the "boom" was, in the end, scarcely more an attraction than a detraction to the real welfare and prosperity of Kansas City. The work of rehabilitation was rapid and complete, and to-day, in 1900, hardly a scar remains over even the deepest part of the wound. The growth of the city during the last years of the century has been unparalleled in municipal history. The story is best told by the population record. From the three hundred, all told, of 1849, there has been a wonderful increase to nearly that many thousand. The record is:

	Population, Kansas City, Missouri.	Population, Kansas City, Kansas.
1849.	300
1860.	4,418
1865.	3,500	1,100
1870.	32,263	2,940
1880.	55,785	6,149
1885.	124,474	12,500
1890.	132,416	38,170
1895.	165,000	42,000
1899.	214,000	55,000

The almost universal interest and pride evinced in the mere numerical expansion of our leading centers of population were emphasized by the eagerness with which the bulletins of the twelfth census relating to the chief cities were watched for



MISSOURI VALLEY, LOOKING EAST FROM SCARRITT POINT.

by the public. This pride in the growth of towns, however, is not confined to the universal Yankee nation, but is a singular manifestation among intelligent people of all civilized nations. With us a natural outgrowth of this ambition to "outsize" the other town, which engenders bitter rivalries, is the tendency to constantly exaggerate the population figures in "off years" between the census-taking dates, punished by the consequent chagrin which in nearly all cases follows the publication of the actual figures as fixed by the official authority. There have been some disappointments in 1900, but on the whole the returns are about what might have been expected, and the showing of most of the towns is a fair one.

The Census Bureau has issued bulletins showing the aggregate population of nearly all the towns having 100,000 people and upwards, and for all the largest cities. Here is the list up to date, in the order of population, with the figures for the two preceding enumerations, added for purposes of comparison and analyzation :

City.	Twelfth Census, 1900.	Eleventh Census, 1890.	Tenth Census, 1880.
Greater New York	3,437,202	2,506,591	1,918,794
New York proper.	1,850,093	1,515,301	1,206,299
Chicago	1,698,575	1,099,850	503,185
Philadelphia	1,293,697	1,046,964	847,170
Brooklyn	1,166,582	806,343	566,663
St. Louis	575,238	451,770	350,518
Boston	560,892	448,477	362,839
Baltimore.	508,957	434,439	332,313
Cleveland.	381,768	261,353	160,146
Buffalo	352,219	255,664	155,134
San Francisco.	342,782	298,997	233,559
Cincinnati.	325,902	296,908	255,139

City.	Twelfth Census, 1900.	Eleventh Census, 1890.	Tenth Census, 1880.
Pittsburg	321,616	238,617	156,589
New Orleans	287,104	242,039	216,090
Milwaukee	285,315	204,468	115,587
Washington	278,718	230,392	177,624
Newark	246,070	181,830	136,508
Jersey City	206,433	163,003	120,722
Louisville	204,731	161,129	123,758
Minneapolis	202,718	164,738	46,887
Providence	175,597	132,146	104,857
Indianapolis	169,164	105,436	75,056
Kansas City	163,752	132,716	55,785
St. Paul	163,632	133,156	41,473
Rochester	162,435	133,896	89,366
Denver	133,859	106,713	35,629
Toledo	131,822	81,434	50,137
Allegheny City	129,896	105,287	78,682
Columbus	125,560	88,150	51,647
Paterson	105,171	78,347	51,031
Omaha	102,555	140,452	30,518

Some of these cities would make a still better comparative showing in aggregate population but for their misfortune of being divided into two or more municipalities by geographical lines. This is particularly the case with the Greater New York, although that evil has already been partially cured by taking in Brooklyn, etc.

Minneapolis and St. Paul are practically one city, despite their differential names. So are Pittsburg and Allegheny, St. Louis and East St. Louis, Kansas City, Mo., and Kansas City, Kas., Omaha and Council Bluffs. New Orleans should be credited with a considerable population on the west bank of the Mississippi River. Doubtless there are others which suffer from this fault even more than some of those named. If



THE BATTLEFIELD OF WESTPORT.

several such municipalities were consolidated under one name, here would be the approximate result :

Greater New York	4,002,202
Boston, Cambridge, Chelsea, etc.....	800,000
St. Louis, East St. Louis	625,000
Pittsburg, Allegheny City.....	481,512
Cincinnati, Covington, Newport.....	410,000
Minneapolis, St. Paul.....	366,350
Louisville, Jeffersonville	225,000
Kansas City, Mo., Kansas City, Kas.....	214,000

The consolidation of the returns in this manner is perfectly legitimate to the essential purpose of the census in this regard, which is to show where the great centers of population are. Kansas City, Mo., is separated from Kansas City, Kas., with 51,418 people, by an imaginary "State line." The intervention of the Hudson sets off 565,000 people from Greater New York. There is no sort of doubt that the consolidation of Brooklyn and the other adjoining cities with New York proper had a material and moral effect abroad, favorable not only to New York itself, but to the whole country. It is now known to foreigners that the United States contains the second city of the world in population, soon to be the first, and perhaps the greatest center of commerce and wealth in the whole world.

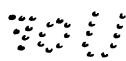
Students of the subject, given much to speculate upon the movements of urban and suburban populations, will be particularly interested in the gross increase of these various cities as shown by the last three censuses. The following tabulation shows gains in their order by the new census, and also those of the two preceding censuses, from the official compendium :

Cities.	Increase 1890-1900.	Increase 1880-90.	Increase 1870-80.
Greater New York	930,201	587,797	439,749
Chicago	598,725	596,665	204,208
Brooklyn	360,239	239,680	170,564
New York proper	334,792	309,002	264,007
Philadelphia	246,733	199,794	173,148
St. Louis	123,468	101,252	39,604
Cleveland	120,415	101,207	38,900
Boston	112,415	85,638	112,313
Buffalo	96,555	100,530	37,420
Pittsburg	82,999	82,228	70,313
Milwaukee	80,847	88,881	44,147
Baltimore	74,518	102,136	64,959
Newark	64,240	46,322	31,449
Indianapolis	63,728	30,380	26,812
Toledo	50,388	31,297	18,553
Washington	48,326	52,768	38,094
New Orleans	45,065	25,949	25,672
San Francisco	43,785	60,038	84,486
Louisville	43,602	37,371	23,005
Providence	43,451	27,289	35,953
Jersey City	43,430	42,281	38,176
Minneapolis	37,980	117,851	33,821
Columbus	37,410	36,503	20,373
Kansas City	30,856	76,931	23,526
St. Paul	30,476	91,683	21,443
Cincinnati	28,994	41,769	39,900
Rochester	28,539	44,530	26,900
Denver	27,146	71,084	30,870
Paterson	26,824	27,316	17,452
Allegheny City	24,609	26,605	25,502
Omaha	*37,897	109,934	14,435

*Decrease.

The only town which is shown to have actually lost in population is Omaha. It makes the most notable falling off of any city in the entire list. But probably Omaha has made a gain, after all. In the strenuous contest for leadership between Omaha and Kansas City and some other Western towns in the decade between 1880 and 1890, it was charged by Omaha's





rivals that in order to "get there" she stuffed her census returns in 1890 in the most flagrant manner by copying hotel registers, etc., thereby more than doubling her population on paper. Of course, this was denied fiercely, but the figures bulletined this year, which are undoubtedly correct, apparently confirm the charge, because nobody of sense believes that, amidst the general progress all around her, Omaha alone has suffered from a decrease in population.

CHAPTER XVI.

Reasons for this Prosperity.—Volume of Wholesale Business.—Grain Elevators.—Building Permits.—Bank Deposits.—Clearings.—
Kansas City Ranks Tenth in Volume of Business.

There is ample reason for the local prosperity which has come to Kansas City. This reason is that it is the natural metropolis of the richest territory in the world—in natural wealth. All Kansas, save the extreme northeastern portion; all Oklahoma, the Indian Territory, northern and western Arkansas, and a large part of Texas, western Missouri, and a part of Iowa are tributary to Kansas City. Cattle, corn, wheat, hogs, lead, zinc, lumber, products of a thousand kinds, find a market in Kansas City, and there make a demand for goods and manufactures in return. During the past year the volume of wholesale business was something over \$200,000,000.

Grain elevators are centered here that have a capacity of 6,000,000 bushels, and the amount of grain handled during 1899 reached nearly 50,000,000 bushels.

The value of building permits granted during the year 1899 aggregated \$4,160,700, or over \$1,000,000 in excess of the preceding year.

The amount of bank deposits, at the close of the century, was hardly less noticeable in point of increase. The figures were considerably over \$50,000,000. Clearing-house reports have always been considered a criterion of trade conditions.



CLADSTONE BOULEVARD, ON THE WAY TO SCARRITT POINT.

Upon the record of the Kansas City clearing-house the people of the city may justly rely as an infallible index to that material prosperity which is everywhere in evidence. While the national banks of the city have shown an annual increase of nearly \$10,000,000, the business of the clearing-house reached a total of \$650,000,000. Kansas City occupies tenth place among the cities of the United States in volume of business done, and stands just below Cincinnati, a city much larger in point of population. Some of the cities below Kansas City are: New Orleans, Minneapolis, Cleveland, Houston, Louisville, Detroit, Galveston, Providence, Columbus, Omaha, Milwaukee, Indianapolis, Buffalo, St. Paul, and St. Joseph.

Although leader of the world in many lines, there is no other in which the pre-eminence of Kansas City is so marked as in its wholesale business in agricultural implements. So far above competition is it in this respect that its supremacy has never been challenged.

Other cities may dispute among themselves the honor of being in second place, but none has ever questioned the right of Kansas City to take first rank in this respect. Kansas City does at least double the amount of business in agricultural implements transacted by any other city in America.

Kansas City has five flour mills with a combined capacity of about 7,000 barrels a day. The product of these mills is now shipped to every continent and to nearly every country on the earth.

CHAPTER XVII.

A Glance at the Stock-Yard and Packing-House Industries.

The packing-house and stock-yard interests of Kansas City are so closely allied that it is almost impossible to refer to one without the other. During all the years that have witnessed the growth and development of the Kansas City Stock Yards the packing-houses have kept even pace, and to-day Kansas City is not only the second largest packing center in the country, but her packing industry is also second only to Chicago's. Kansas City now has five large packing-houses and a sixth is nearing completion. Those which have been constantly employed during the past year in the production of dressed meat and meat products are: The Armour Packing Company, Swift & Co., Dold Packing Company, Schwarzschild & Sulzberger Co., and George Fowler, Sons & Co. These concerns slaughtered during the year 1899: 975,334 cattle, 2,646,073 hogs, and 597,673 sheep. The total value of products was \$90,000,000. Over 10,000 men are employed every day in the year, representing a pay-roll of about \$20,000,000 annually.

The plant of the Cudahy Packing Company, which will be finished by March 1st, will cost over \$1,000,000 and employ about 2,000 operatives. The total value of its six packing-houses is \$8,850,000. With the completion of the Cudahy plant their total daily killing capacity will be 11,700 cattle, 34,000 hogs, and 12,500 sheep.



GLADSTONE BOULEVARD.

The Armour Packing Company is the out-growth of the first packing business established in Kansas City. When the firm of Plankinton & Armour dissolved, the present company was organized. It is the largest of all in point of daily capacity and volume of business. The present head of the vast establishment is K. B. Armour. The plant is situated near the bank of the Missouri River in the West Bottoms about midway between the plants of George Fowler, Sons & Co. and the Jacob Dold Packing Company. The Armour Packing Company is the largest employer of labor in Kansas City, having nearly 3,000 men employed regularly on its pay-roll. The standard brands of products of the Armour Packing Company by their excellence and uniformity are known all over the world. This company has been especially fortunate in securing many large army contracts both from this country and European governments.

The Kansas City Stock Yards, in point of convenience and equipment, excel any other yards in the world. With their chutes, alleys, pens, and tracks, they cover 161 acres of land. Situated in the heart of the finest stock-raising land in the United States, Kansas City is everywhere looked upon as the natural center of the live-stock industry of the country, and the rapid and continuous development of her live-stock and packing business fulfills the roseate prophecies that were made by her friends years ago, when Kansas City was but the way-station where a few cattle were fed on their way to Chicago from the far Southwest. The Kansas City Stock Yards were started by two men in 1867. At that time the "yards" consisted of a few pens, where cattle were fed. From that time to this there has

not been a year when the business of the yards has not shown gains over the previous twelve months. In all this period, when progressive business men were uniting to build up Kansas City's live-stock interests, there were those who foresaw the position that this city would one day take in the packing world, and as a natural consequence the packing business kept pace with the live-stock business.

By enterprise and the natural demands for greater capacity and better equipment, the Kansas City Stock Yards have been made the standard upon which all other yards have been patterned. Every pen in the yards is supplied with pure fresh water and connected with a perfect sewer system. Four hundred cars of stock can be handled at one time, and this gives employment to about 300 yardmen. The cattle department has a capacity of 25,000 head per day, and is divided into blocks and pens most conveniently arranged. The alleys and pens are paved with vitrified brick, and on the tops of the dividing fences are board walks for the convenience of the patrons and stock-raisers in getting about the yards. All the other pens and departments are in keeping with the cattle department.



LAKE IN THE PASEO,

CHAPTER XVIII.

Kansas City in the Present.—Retrospect.—Prospect.

In this Western city now center twenty systems of railroads, radiating 58,225 miles. Over these roads 130,000 trains arrive and depart each year. These railroads traverse thirty States and Territories, and there are 1,550 miles of switch track in the city. One hundred and ninety passenger and 337 freight trains arrive and depart daily, handling on an average 118,000 tons of freight; between 5,000 and 6,000 men are employed by the railroads.

The factories which are located in Kansas City give employment to 20,000 people, and each year products to the value of \$100,000,000 are sent out into the world.

Architects and artists have pronounced the new Federal building, in design and construction, one that will rank with any of its class in the country. The west wing was recently completed at a cost of \$2,000,000.

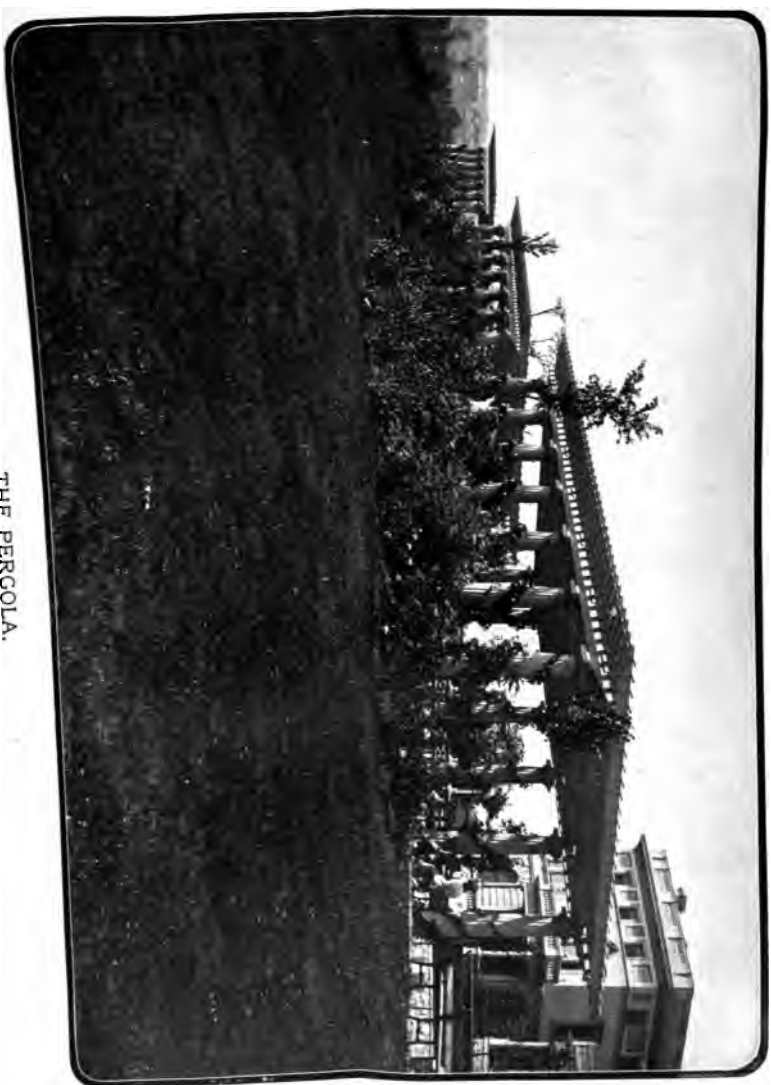
Many big things Kansas City has done in its day, but the most notable thing it ever did was the building of the new Convention Hall. Hardly had the Democratic National Convention elected to meet in Kansas City, when the news was flashed over the country that this much-advertised building was in flames. Nothing daunted by the calamity, the city at once began the work of rebuilding, and in sixty days, by working night and day and at an enormous expenditure, a larger and

more complete structure was erected and ready for the national delegates. This, together with the fact that it was built by the people of Kansas City and opened without debt, though it cost \$225,000, constitutes its right to be recognized as the largest thing Kansas City ever achieved. For conventions, horse shows, fairs, musical festivals, pageants, balls, athletic sports, there is no other place in the country that can better—that can so well—accommodate the public.

Ten years ago Kansas City had no parks, no boulevards, no public pleasure-grounds of any sort. It was just making up its mind to have them. It had no parks at all in 1889. In 1899 it had 1,691.4 acres of parks and 11.45 miles of boulevards. There are but one or two cities in the United States—or, for that matter, in the world—that can equal this showing, regardless of population. For its size Kansas City now has the greatest park acreage in the country. It has an acre of park for every one hundred and fifteen people.

When the system is complete, the parks will nearly all be connected by the boulevards, so that they will form a continuous chain, as it were, very similar to the beautiful chain of pleasure-grounds about Boston. The idea has been to give each neighborhood, as far as possible, its own particular place of recreation, and at the same time means for conveniently reaching the parks of other neighborhoods as well. Already, in its incomplete state, even the least imaginative can begin to appreciate what the finished work will be.

If the people of Kansas City have reason to congratulate themselves on the growth of commerce and the advance in art which has been noted, they have equal reason to feel a sense



THE PERGOLA.

of pride in the manner in which protection from fire is afforded to all the buildings, from the smallest cabin to the tallest skyscraper, which are to be found within its limits. Its fire department has for years been known the country over for swift and efficient work, and put its claims to the test in 1900 by sending a crew of men and a steamer to London, where they met the representative fire-fighters of all nations of Europe, and so completely outclassed them that there was no question as regarded superiority.

The best index of the true prosperity of a city is to be found in the number and condition of its schools. A certificate from one of the ward or high schools of Kansas City is accepted without question in any primary or higher educational institution in the United States. There are thirty-nine public schools under the direction of the Board of Education.

The excellence of these schools is due not only to the fact that the city has had for years a non-partisan Board of Education, from which it has been the scrupulous endeavor of all those who had the welfare of the cause at heart to keep any suspicion of political demarcation, but also to the fact that the members of this board have been and are among the most industrious, faithful, clear-thinking, and far-seeing business and professional men of whom the city can boast.

To make Kansas City a good place to live in has been the object of its many endeavors. The city has undoubtedly been made most pleasant and convenient for all who desire to make it their home. Hills of all kinds and degrees of steepness have been leveled to make place for the palatial residence or the lowly cottage, as the case may be.

Special residence quarters have been developed, built up, and occupied. But in all of the change there has been a marked absence of that spirit of exclusion which has characterized the home-building of so many cities of the country.

Kansas City has some of the finest residences, both in architecture and furnishings, to be found anywhere in America.

Another noticeable feature of the city is its many elegant office buildings. When compared with any other city of its size in the country, it is unsurpassed. That this should be so is a compliment to the far-sightedness and progressiveness of the various interests which go to insure its commercial standing among the great cities of the country. The location of these buildings with reference to the other financial centers of the city is perhaps as advantageous, when the present business thoroughfares are taken into consideration, as could be wished, and about them and within their walls the business of the great Southwest is transacted.

In the stability of such buildings is perhaps best told the future greatness of Kansas City, and many proposed additions to their already commendable size and number are now being made to keep up with the tide of advancing commercial prosperity. In connection with the other interests of the city it is well to remember the advantages which await the lawyer, doctor, dentist, man of business, or professional man who might wish to cast his lot with the West, and to show how thoroughly well Kansas City can take care of any and all business enterprises of the right kind that wish to enter her gates.

CHAPTER XIX.

Ranks with the Best.—Kansas City is Greatest in Many Things and Great in All.

. Kansas City is the greatest city in the world in a number of things, and is entitled to rank among the first and best in all.

Here are a few facts which go to establish the supremacy of the metropolis of the West. They are good things to know and good things to remember.

Kansas City is the largest agricultural implement market in the world.

Kansas City has the largest Southern lumber jobbing business of any city in the United States.

Kansas City has second place as a live-stock market.

Kansas City has the largest horse and mule sales stables in the world.

Kansas City covers twenty-five square miles of territory.

Kansas City is the second greatest railroad center in the world.

Kansas City is practically the geographical center of the United States.

Kansas City has a population of 200,000 and 60,000 more just across the State line.

Kansas City packing-houses represent an investment of \$30,000,000.

Kansas City occupies ninth place in the amount of bank clearings.

Kansas City is the second largest packing center in the world.

Kansas City is the largest city west of St. Louis and east of San Francisco.

Kansas City is the practical head of navigation on the Missouri River.

Kansas City has the largest coal fields within a radius of 100 miles of any city west of the Mississippi River.

Kansas City has the lowest price for manufacturers' coal of any city of over 20,000 inhabitants west of the Mississippi River.

Kansas City is nineteenth in the value of its manufactured products.

Kansas City is practically the geographical center of the United States, omitting Alaska, Hawaii, Porto Rico, and the Philippines.

Kansas City has the lowest death-rate of any city of equal population in the United States.

Kansas City has 507 teachers and 27,314 pupils in its public schools.

Kansas City has 43 school buildings, valued at \$2,300,000.

Kansas City ships its packing-house products to every civilized country in the world.

Kansas City has the greatest Live Stock Exchange building in the world.

Kansas City has the second largest park in the United States, containing 1,300 acres.



NINTH STREET ENTRANCE TO PASEO.

Kansas City is the second city in the United States in regard to the area of its parks. The total park area is 1,600 acres.

Kansas City's public debt, exclusive of \$3,100,000 water-works bonds, is \$656,900. The water-works bonds are redeemed from rentals.

Kansas City owns its own system of water-works, and the plant is rapidly paying for itself.

Kansas City has a taxable valuation of \$70,000,000.

Kansas City handled \$121,706,632 worth of live stock in 1899.

Kansas City received 2,027,326 cattle, including calves; 3,014,923 hogs and 950,296 sheep, a total of 5,992,545 head of live stock, in 1899.

Kansas City received in 1899, 20,341,100 bushels of wheat, 8,682,750 bushels of corn, 2,388,000 bushels of oats, 183,300 bushels of rye, and 17,600 bushels of barley.

Kansas City did a wholesale business of \$225,000,000 in 1899.

During the past twelve months 618 new concerns have been started up in Kansas City.

Kansas City mills shipped 347,160 barrels of flour in 1899.

Kansas City packing-houses turned out \$90,000,000 worth of products last year and slaughtered 975,334 cattle, 2,646,073 hogs, and 597,673 sheep.

Kansas City had on deposit in its banks December 2, 1899, \$49,018,130.

Kansas City's stock yards extend over a quarter-section of land.

Kansas City's packing-house plants occupy half a quarter-section of land.

Kansas City packers have a daily killing capacity of 11,700 cattle, 34,000 hogs, and 12,550 sheep.

Kansas City received 117,333 cars of live stock in 1899.

Kansas City slaughtered more cattle and hogs in 1899 than Omaha and St. Louis combined.

Kansas City has 4,800 telephones in daily use, having direct connection with 440 outside toll stations. It has four exchanges. Its long-distance service puts it in communication with the principal points in thirty-two States.

Kansas City has a banking capital of \$7,750,000, including trust companies.

Kansas City's real-estate transfers in 1899 amounted to nearly \$25,000,000.

Kansas City handled the past year 31,667 horses and mules.

Kansas City has 170 miles of paved streets.

Kansas City has 10,317 men employed in her packing-houses and stock yards, and 51,585 are supported by this industry alone.

Kansas City has twenty-eight grain elevators with a storage capacity of 6,484,000 bushels and an aggregate handling capacity of 1,468,000.

Kansas City has five mills with a capacity of 7,000 barrels of flour per day.

Kansas City's postoffice receipts in 1899 were \$672,360.50 and something like 175,672,000 pieces of mail matter were handled.



THE PASEO AT TWELFTH STREET.

Kansas City has twenty-three systems, including two belt lines, of railroad, with thirty railroads and thirty-two fast freight lines represented, being the second largest railroad center in the world.

Kansas City spent \$525,971.03 the past year upon her public schools, the per capita expenditure being \$23.43.

The postal business of Kansas City exceeds any city of equal importance in the United States.

Kansas City's Convention Hall has the greatest seating capacity of any building of like character in the world.

Kansas City has 160 miles of street railway.

Kansas City ships 45,000 car-loads of fresh meat and packing-house products annually.

Kansas City has twenty-one grain elevators, with a storage capacity of 6,000,000 bushels, and a daily handling and discharging capacity of 1,500,000 bushels.

Kansas City has a retail business aggregating \$80,000,000 annually.

Kansas City employs 20,000 hands in its manufacturing business.

